

# NACOmatic

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IN Min Alt#2	-	4	MGC	-	240
IN Min Rdr#2	-	8	MIE	-	244
IN Min TO#2	-	12	MQJ	-	185
05C	-	130	MZZ	-	232
0I2	-	54	OKK	-	212
2R2	-	143	OVO	-	256
3HO	-	134	OXI	-	210
3I3	-	314	PLD	-	273
4I7	-	124	PPO	-	216
50I	-	208	RCR	-	284
5I4	-	295	RID	-	277
8A4	-	144	RWN	-	337
AID	-	29	RZL	-	275
ANQ	-	32	SBN	-	298
ASW	-	332	SER	-	286
BAK	-	56	SIV	-	308
BFR	-	40	SMD	-	100
BMG	-	44	TEL	-	312
C03	-	251	TYQ	-	191
C62	-	206	UMP	-	196
C65	-	271	UWL	-	253
C97	-	229	VPZ	-	325
CEV	-	62			
CFJ	-	66			
DCY	-	335			
EKM	-	68			
EVV	-	77			
EYE	-	146			
FKR	-	102			
FRH	-	105			
FWA	-	84			
GEZ	-	292			
GGP	-	225			
GSH	-	119			
GUS	-	259			
GWB	-	35			
GYV	-	107			
HFY	-	152			
HHG	-	139			
HNB	-	135			
HUF	-	316			
I22	-	340			
I34	-	128			
I76	-	268			
I99	-	28			
IMS	-	230			
IND	-	156			
IWH	-	329			
JVY	-	200			
LAF	-	220			
MCX	-	242			

## INSTRUMENT APPROACH PROCEDURE CHARTS

## A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE	NAME	ALTERNATE MINIMUMS
<b>AKRON, OH</b>		<b>CINCINNATI, OH</b>	
AKRON-CANTON		CINCINNATI MUNI-LUNKEN	
RGNL .....	ILS or LOC Rwy 19 <sup>1</sup> ILS or LOC Rwy 23 <sup>2</sup> RADAR <sup>3</sup>	FIELD .....	ILS or LOC Rwy 21L LOC BC Rwy 3R NDB Rwy 21L NDB Rwy 25 RNAV (GPS) Rwy 21L RNAV (GPS) Rwy 25
<sup>1</sup> NA when local weather not received.		<sup>1</sup> NA when control tower closed.	
<sup>2</sup> LOC, NA.		<sup>2</sup> Categories A,B, 1200-2; Categories C,D, 1200-3.	
<sup>3</sup> NA when Akron-Canton approach control closed.		<sup>3</sup> Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
<b>ANDERSON, IN</b>		<sup>4</sup> NA when local weather not available.	
ANDERSON MUNI-		<sup>5</sup> Category B, 900-2, Category C, 900-2½; Category D, 900-2¾.	
DARLINGTON FIELD .....	ILS or LOC Rwy 30 <sup>1</sup> NDB or GPS Rwy 30 <sup>1</sup> VOR or GPS-A <sup>2</sup>	<b>CLEVELAND, OH</b>	
<sup>1</sup> NA when control tower closed, except for operators with approved weather reporting service.		BURKE-LAKEFRONT .....	ILS Rwy 2 NDB or GPS Rwy 24
<sup>2</sup> NA when control zone not effective, except for operators with approved weather reporting service.		NA when control tower closed.	
<b>ASHTABULA, OH</b>		<sup>1</sup> Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
ASHTABULA COUNTY .....	RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26	CUYAHOGA COUNTY .....	ILS or LOC Rwy 2 LOC/DME BC Rwy RNAV (GPS) Rwy RNAV (GPS) Rwy
NA when local weather not available.		NA when local weather not available.	
<b>ATHENS, OH</b>		<sup>1</sup> NA when control tower closed.	
OHIO U SNYDER FIELD .....	NDB Rwy 25	<sup>2</sup> ILS, Category D, 700-2.	
NA when local weather not available.		<b>COLUMBUS, IN</b>	
<b>BLOOMINGTON, IN</b>		COLUMBUS MUNI .....	ILS Rwy 2 RNAV (GPS) Rwy RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 3
MONROE COUNTY .....	ILS or LOC/DME Rwy 35 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 VOR/DME Rwy 6 VOR/DME Rwy 24	<sup>1</sup> NA when control tower closed.	
NA when local weather not available.		<sup>2</sup> NA when local weather not available.	

NAME ALTERNATE MINIMUMS  
**COLUMBUS, OH**  
BOLTON FIELD ..... ILS or LOC Rwy 4<sup>12</sup>  
NDB Rwy 4<sup>12</sup>  
RNAV (GPS) Rwy 4<sup>2</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

OHIO STATE  
UNIVERSITY ..... ILS or LOC Rwy 9R  
NDB Rwy 9R  
NA when control tower closed.

PORT COLUMBUS INTL ILS or LOC Rwy 10L<sup>1</sup>  
ILS or LOC Rwy 10R<sup>23</sup>  
ILS or LOC Rwy 28L<sup>4</sup>

<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.  
<sup>2</sup>ILS, 700-2. LOC, NA.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... ILS or LOC Rwy 5L  
ILS or LOC Rwy 5R  
ILS or LOC Rwy 23L  
NDB Rwy 5R  
NDB Rwy 23L  
RNAV (GPS) Rwy 5R  
RNAV (GPS) Rwy 23L  
NA when local weather not available.

**DAYTON, OH**  
DAYTON-  
WRIGHT BROTHERS ..... RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20  
NA when local weather not available.  
Category D, 800-2½.

**DELAWARE, OH**  
DELAWARE MUNI ..... RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28  
NA when local weather not available.

**ELKHART, IN**  
ELKHART MUNI ..... ILS or LOC Rwy 27<sup>1</sup>  
RNAV (GPS) Rwy 9<sup>2</sup>  
RNAV (GPS) Rwy 18<sup>2</sup>  
RNAV (GPS) Rwy 27<sup>2</sup>  
RNAV (GPS) Rwy 36<sup>2</sup>  
VOR/DME Rwy 36<sup>2</sup>  
VOR Rwy 9<sup>2</sup>  
VOR Rwy 27<sup>2</sup>

<sup>1</sup>LOC, NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**EVANSVILLE, IN**  
EVANSVILLE RGNL ..... ILS or LOC Rwy 4<sup>1</sup>  
ILS or LOC Rwy 22  
NDB Rwy 22

NA when control tower closed.  
<sup>1</sup>ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

**FINDLAY, OH**  
FINDLAY ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 25  
RNAV (GPS) Rwy 36  
VOR Rwy 7  
NA when local weather not available.

**FORT WAYNE, IN**  
FORT WAYNE INTL ..... ILS or LOC Rwy 5<sup>1</sup>  
ILS or LOC Rwy 32<sup>1</sup>  
LOC BC Rwy 14<sup>1</sup>  
RADAR-1<sup>1</sup>  
RNAV (GPS) Rwy 5<sup>13</sup>  
RNAV (GPS) Rwy 23<sup>13</sup>  
VOR or TACAN Rwy 5<sup>1</sup>  
VOR or TACAN Rwy 14<sup>1</sup>  
VOR or TACAN Rwy 23<sup>4</sup>

<sup>1</sup>Category E, 800-2½.  
<sup>2</sup>Category E, 800-2½.  
<sup>3</sup>NA when local weather not available.  
<sup>4</sup>Category D, 800-2½, Category E, 2½.

SMITH FIELD ..... VOR Rwy 13  
NA when local weather not available.

**GARY, IN**  
GARY/CHICAGO INTL .... NDB or GPS Rwy 30  
NA when control tower closed.

**GOSHEN, IN**  
GOSHEN MUNI ..... RNAV (GPS) Rwy 27  
VOR Rwy 27  
NA when local weather not available.

**GRIFFITH, IN**  
GRIFFITH-MERRILLVILLE ..... VOR Rwy 8  
NA except for operators with approved weather reporting service.

**HAMILTON, OH**  
BUTLER COUNTY RGNL ILS or LOC Rwy 29<sup>1</sup>  
RNAV (GPS) Rwy 11<sup>2</sup>  
RNAV (GPS) Rwy 29<sup>2</sup>  
NA when local weather not available.  
<sup>1</sup>ILS, LOC, Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½.  
<sup>2</sup>Category D, 800-2½.

NAME ALTERNATE MINIMUMS  
**INDIANAPOLIS, IN**  
 EAGLE CREEK  
 AIRPARK ..... **RNAV (GPS) Rwy 21**  
**VOR-A**  
 NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**  
**ILS or LOC Rwy 5R**  
**ILS or LOC Rwy 14**  
**ILS or LOC Rwy 23L**  
**ILS or LOC Rwy 23R**  
**ILS or LOC Rwy 32**  
 ILS, Categories A,B,C,D, 700-2.

**JEFFERSONVILLE, IN**  
 CLARK RGNL ..... **VOR or GPS Rwy 18**  
 NA except for operators with approved weather reporting service.

**KNOX, IN**  
 STARKE COUNTY ..... **RNAV (GPS) Rwy 18**  
**VOR Rwy 18<sup>1</sup>**  
 NA when local weather not available.  
<sup>1</sup>Category D, 800-2¼.

**KOKOMO, IN**  
 KOKOMOMUNI ..... **VOR or GPS Rwy 23**  
**VOR or GPS Rwy 32**  
**VOR/DME RNAV or GPS Rwy 5**  
 NA except standard for operators with approved weather reporting service.

**LAFAYETTE, IN**  
 PURDUE UNIVERSITY ..... **ILS Rwy 10<sup>12</sup>**  
**RNAV (GPS) Rwy 10<sup>34</sup>**  
**RNAV (GPS) Rwy 28<sup>34</sup>**  
**VOR-A<sup>15</sup>**

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 800-2¼. LOC, NA.  
<sup>3</sup>Category D, 800-2¼.  
<sup>4</sup>NA when local weather not available.  
<sup>5</sup>Category D, 800-2¼.

**LANCASTER, OH**  
 FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 28**  
 NA when local weather not available.

**LIMA, OH**  
 LIMA ALLEN COUNTY ..... **RNAV (GPS) Rwy 27**  
**VOR Rwy 27**  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**LOGANSPORT, IN**  
 CASS COUNTY ..... **VOR/DME RNAV Rwy 27**  
**VOR-A**  
 NA except standard for operators with approved weather reporting service.

**LORAIN/ELYRIA, OH**  
 LORAIN  
 COUNTY RGNL ..... **RNAV (GPS) Rwy 7**  
**VOR-A**  
 NA when local weather not available.

**MANSFIELD, OH**  
 MANSFIELD  
 LAHM RGNL ..... **ILS or LOC Rwy 32<sup>1</sup>**  
**NDB Rwy 32<sup>1</sup>**  
**RADAR-1<sup>1</sup>**  
**RNAV (GPS) Rwy 14<sup>2</sup>**  
**RNAV (GPS) Rwy 32<sup>2</sup>**  
**VOR Rwy 14<sup>2</sup>**  
**VOR Rwy 32<sup>2</sup>**

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.

**MARION, OH**  
 MARION MUNI ..... **RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 25**  
**VOR-A**  
 NA when local weather not available.

**MOUNT VERNON, OH**  
 KNOX COUNTY ..... **RNAV (GPS) Rwy 10**  
**RNAV (GPS) Rwy 28**  
 NA when local weather not available.

**MUNCIE, IN**  
 DELAWARE COUNTY-JOHNSON  
 FIELD ..... **ILS Rwy 32<sup>1</sup>**  
**RNAV (GPS) Rwy 14<sup>2</sup>**  
**RNAV (GPS) Rwy 32<sup>2</sup>**  
**VOR Rwy 14<sup>2</sup>**  
**VOR or GPS Rwy 20<sup>3</sup>**  
**VOR Rwy 32<sup>2</sup>**

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>NA when control tower closed, except for operators with approved weather reporting service.

**NEWARK, OH**  
 NEWARK-HEATH ..... **LOC Rwy 9<sup>1</sup>**  
**VOR-A<sup>2</sup>**

<sup>1</sup>Category D, 800-2¼.  
<sup>2</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.



# RADAR INFORMATION MINIMUMS

## AKRON, OH

Amdt. 23, July 5, 2007 (FAA)

ELEV 1228

### AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▽ ▲

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	1		ABC	1580/24	371	(400-½)	D	1580/50	371	(400-1)	
	5		ABC	1580-1	378	(400-1)	D	1580-1¼	378	(400-1¼)	
	19		ABC	1580/24	362	(400-½)	D	1580/50	362	(400-1)	
	23		ABC	1620/24	392	(400-½)	D	1620/50	392	(400-1)	
CIRCLING			A	1660-1	432	(500-1)	B	1680-1	452	(500-1)	
			C	1680-1½	452	(500-1½)	D	1780-2	552	(600-2)	

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

## DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA)

ELEV 1010

### JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▽

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	6L		ABC	1380/24	382	(400-½)	D	1380/50	382	(400-1)	
	36		AB	1420-1	411	(500-1)	CD	1420-1¼	411	(500-1¼)	
CIRCLING			AB	1480-1	471	(500-1)	C	1480-1½	471	(500-1½)	
			D	1560-2	551	(600-2)					

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

## EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA)

ELEV 418

### EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▽

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	22		AB	880/24	462	(500-½)	C	880/40	462	(500-¾)	
			D	880/50	462	(500-1)					
	4		AB	880-1	495	(500-1)	C	880-1¼	495	(500-1¼)	
			D	880-1½	495	(500-1½)					
	36		AB	880-1	497	(500-1)	C	880-1¼	497	(500-1¼)	
			D	880-1½	497	(500-1½)					
	18		AB	880-1	484	(500-1)	C	880-1¼	484	(500-1¼)	
			D	880-1½	484	(500-1½)					
CIRCLING			A	940-1	522	(600-1)	B	960-1	542	(600-1)	
			C	960-1½	542	(600-1½)	D	980-2	562	(600-2)	

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

# RADAR SURVEILLANCE MINIMUMS

## FORT WAYNE, IN FORT WAYNE INTL RADAR - 127.2 284.6

Amdt. 25, JUL 2, 2009 (FAA)

ELEV 814

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/			CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS		DA/ MDA-VIS	HAA	CEIL-VIS
ASR	5		AB	1300/24	486	(500-½)	C	1300/40	486	(500-¾)
			D	1300/50	486	(500-1)	E	1300/60	486	(500-1¼)
	14		AB	1300-1	498	(500-1)	C	1300-1¼	498	(500-1¼)
			D	1300-1½	498	(500-1½)	E	1300-1¾	498	(500-1¾)
	23		AB	1300-1	501	(600-1)	CD	1300-1½	501	(600-1½)
			E	1300-1¾	501	(600-1¾)				
	32		AB	1260/24	460	(500-½)	C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)				
CIRCLING			AB	1300-1	486	(500-1)	C	1300-1½	486	(500-1½)
			D	1380-2	566	(600-2)	E	1520-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.

Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

## GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV 812

RADAR - Ctc APP CON - (E) 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	HAT/ HATH/		
				DA/ MDA-VIS	HAA	CEIL-VIS
ASR <sup>1</sup>	5 <sup>2</sup>		AB	1180/24	368	(400-½)
			CDE	1180/40	368	(400-¾)
	23 <sup>3</sup>		AB	1260/24	460	(500-½)
			C	1260/40	460	(500-¾)
			DE	1260/50	460	(500-1)
CIR	All Rwy		AB	1340-1	528	(600-1)
			C	1340-1½	528	(600-1½)
			D	1380-2	568	(600-2)
			E	1440-2	628	(700-2)

<sup>1</sup>No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). <sup>2</sup>When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. <sup>3</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

# RADAR SURVEILLANCE APPROACH MINIMUMS

## MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA)

ELEV 1297

### MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 **A**

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/	
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	23		AB	1700-1	405	(500-1)	CD	1700-1¼	405	(500-1¼)
	5		AB	1740-1	443	(500-1)	C	1740-1¼	443	(500-1¼)
			D	1740-1½	443	(500-1½)				
CIRCLING			AB	1760-1	463	(500-1)	C	1760-1½	463	(500-1½)
			D	1880-2	583	(600-2)				

When control tower closed, ASR NA.

## TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA)

ELEV 589

### TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 **A**

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/	
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	5		ABC	920/24	347	(400-½)	DE	920/50	347	(400-1)
	32		ABCD	920-1	331	(400-1)	E	920-1¼	331	(400-1¼)
	23		ABC	940-1	357	(400-1)	DE	940-1¼	357	(400-1¼)
CIRCLING			A	1020-1	431	(500-1)	B	1040-1	451	(500-1)
			C	1040-1½	451	(500-1½)	D	1140-2	551	(600-2)
			E	1240-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.

Circling not authorized NW of Rwy 5/23 for Category E aircraft.

When control tower closed, procedure NA.

## TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA)

ELEV 684

### TOLEDO EXPRESS

RADAR - 134.35 317.55 **▽ A**

				DA/ HATh/	HAT/ HATH/			DA/ HATh/	HAT/ HATH/	
ASR	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
	25		ABC	1040-½	362	(400-½)	DE	1040-1	362	(400-1)
	34		ABC	1040-1	372	(400-1)	DE	1040-1¼	372	(400-1¼)
	16		ABC	1060-1	386	(400-1)	DE	1060-1¼	386	(400-1¼)
	7		ABC	1080/24	397	(400-½)	DE	1080/50	397	(400-1)
CIRCLING			AB	1180-1	496	(500-1)	C	1180-1½	496	(500-1½)
			D	1240-2	556	(600-2)	E	1360-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.

Category D S-25 visibility increased to 1¼ miles for inoperative MALSR.



# RADAR INSTRUMENT APPROACH MINIMUMS

**YOUNGSTOWN-WARREN, OH**

Amdt. 13, OCT 8, 1998 (FAA)

ELEV 1196

**YOUNGSTOWN-WARREN RGNL**

RADAR - 133.95 322.3



				DA/ HATh/			DA/ HATh/				
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS	
ASR	5		ABC	1520-1	356	(400-1)	D	1520-1¼	356	(400-1¼)	
	14		ABC	1520-½	386	(400-½)	D	1520-1	386	(400-1)	
	23		ABC	1580-1	388	(400-1)	D	1580-1¼	388	(400-1¼)	
	32		ABC	1580/24	395	(400-½)	D	1580/50	395	(400-1)	
CIRCLING			A	1640-1	444	(500-1)	B	1660-1	464	(500-1)	
			C	1660-1½	464	(500-1½)	D	1760-2	564	(600-2)	

Category D S-14 visibility increased ¼ mile for inoperative MALSR.

Category D S-32 visibility increased ¼ mile for inoperative MALSR.

## INSTRUMENT APPROACH PROCEDURE CHARTS

### IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

#### Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

#### NAME TAKE-OFF MINIMUMS

##### AKRON, OH

AKRON-CANTON RGNL (CAK)

AMDT 5 86352 (FAA)

DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

##### AKRON FULTON INTL (AKR)

TAKE-OFF MINIMUMS: **Rwys 1, 7, 19, 25**, 300-1.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 2100 before turning West. **Rwy 25**, climb runway heading to 2100 before turning north.

##### ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

##### ASHLAND, OH

ASHLAND COUNTY (3G4)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

#### NAME TAKE-OFF MINIMUMS

##### ASHTABULA, OH

ASHTABULA COUNTY (HZY)

ORIG 09183 (FAA)

NOTE: **Rwy 8**, trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26**, trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

##### AUBURN, IN

DE KALB COUNTY (GWB)

AMDT 1 06271 (FAA)

NOTE: **Rwy 9**, multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AGL/979' MSL. **Rwy 27**, multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

##### BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)

ORIG 85297 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

##### BEACH CITY, OH

BEACH CITY (2D7)

ORIG 82245 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

**BELLEFONTAINE, OH**

BELLEFONTAINE RGNL (EDJ)

ORIG 03079 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb to 2100 via heading 074° before proceeding on course.**BLOOMINGTON, IN**

MONROE COUNTY (BMG)

AMDT 5 02052 (FAA)

NOTE: **Rwy 6**, trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24**, trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17**, trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35**, trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

**BLUFFTON, OH**

BLUFFTON (5G7)

AMDT 1 09183 (FAA)

NOTE: **Rwy 5**, trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.**BOWLING GREEN, OH**

WOOD COUNTY (1G0)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.NOTE: **Rwy 18**, building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.**BRAZIL, IN**

BRAZIL CLAY COUNTY (0I2)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.**BUCYRUS, OH**

PORT BUCYRUS-CRAWFORD COUNTY (17G)

AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27**, 300-1.**CADIZ, OH**

HARRISON COUNTY (8G6)

AMDT 2 99252 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13, 31**, 300-1.**CALDWELL, OH**

NOBLE COUNTY (I10)

AMDT 1 97146 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5, 23**, 400-1.DEPARTURE PROCEDURE: **Rwy 23**, climb runway heading to 1500 before turning.**CAMBRIDGE, OH**

CAMBRIDGE MUNI (CDI)

AMDT 2 96144 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 500-1 or std. with a min. climb of 350' per NM to 1500.**CARROLLTON, OH**

CARROLL COUNTY-TOLSON (TSO)

AMDT 4 99140 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7, 25**, 300-1.NOTE: **Rwy 7**, 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25**, 100' AGL trees 200' from departure end of runway, 400' left of centerline.**CELINA, OH**

LAKEFIELD (CQA)

AMDT 1 83342 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.**CHILLICOTHE, OH**

ROSS COUNTY (RZT)

AMDT 3 96116 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30**, 300-1 or std. with a min. climb of 460' per NM to 1100.DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 1500 before turning right. **Rwy 12**, climb runway heading to 2000 before turning right.**Rwy 23**, climb runway heading to 1500 before turning left.**CINCINNATI, OH**

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

AMDT 13 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3L**, std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 3R**, std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 7**, std. w/ min. climb of 424' per NM to 1000 or 400-1½ with min. climb of 205 ft per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R**, std. w/ min. climb of 403' per NM to 1100 or 600-2½ with minimum climb of 228' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 25**, 600-2½ w/ min. climb of 219' per NM to 1300 or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3L**, climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R**, climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7**, climb heading 066° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R**, climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L**, climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25**, climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD  
(CONT)

NOTE: **Rwy 3L**, building and hangers beginning 306' from departure end of runway, 258' left of centerline, up to 41' AGL/521' MSL. Multiple trees beginning 958' from departure end of runway, 144' right of centerline, up to 67' AGL/556' MSL. Trees 1.3 NM from departure end of runway, 2271' left of centerline, 97' AGL/866' MSL. Pole 1.6 NM from departure end of runway, 334' left of centerline, 68' AGL/797' MSL. **Rwy 3R**, multiple trees beginning 1426' from departure end of runway, 196' left of centerline, up to 68' AGL/557' MSL. Multiple trees beginning 840' from departure end of runway, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.4 NM from departure end of runway, 2393' left of centerline, 97' AGL/856' MSL. Pole 1.6 NM from departure end of runway, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7**, multiple trees beginning 447' from departure end of runway, 68' left of centerline, up to 87' AGL/576' MSL. Multiple trees beginning 664' from departure end of runway, 45' left of centerline, up to 86' AGL/575' MSL. Trees 4515' from departure end of runway, 1519' right of centerline, 81' AGL/720' MSL. Trees 1.4 NM from departure end of runway, 2088' right of centerline, 95' AGL/824' MSL. **Rwy 21R**, multiple trees beginning 1444' from departure end of runway, 204' left of centerline, up to 66' AGL/555' MSL. Multiple trees beginning 1072' from departure end of runway, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from departure end of runway, 2261' right of centerline, 86' AGL/895' MSL. Tower 2.3 NM from departure end of runway, 527' left of centerline, 168' AGL/990' MSL. Tower 2.4 NM from departure end of runway, 694' right of centerline, 106' AGL/943' MSL. **Rwy 21L**, multiple trees beginning 122' from departure end of runway, 104' left of centerline, up to 85' AGL/574' MSL. Multiple trees beginning 422' from departure end of runway, 313' right of centerline, up to 82' AGL/571' MSL. Trees 4521' from departure end of runway, 1659' left of centerline, 117' AGL/716' MSL. Tower 2.0 NM from departure end of runway, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from departure end of runway, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25**, sign, pole, multiple hangars and trees beginning 177' from departure end of runway, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, multiple poles and trees beginning 185' from departure end of runway, 5' right of centerline, up to 73' AGL/562' MSL. Trees 4537' from departure end of runway, 837' right of centerline, 82' AGL/831' MSL. Tank 1.4 NM from departure end of runway, 1755' right of centerline, 210' AGL/1046' MSL. Antenna on building 2.3 NM from departure end of runway, 2552' left of centerline, 116' AGL/915' MSL.

## CLEVELAND, OH

BURKE-LAKEFRONT (BKL)

AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L**, 400-2 or std. w/a min. climb of 400' per NM to 1800. **Rwy 6R**, 400-2 or std. w/a min. climb of 360' per NM to 1800. **Rwy 24L**, 300-1½ or std. w/a min. climb of 527' per NM to 1900. **Rwy 24R**, 200-1 or std. w/a min. climb of 527' per NM to 1900. DEPARTURE PROCEDURE: **Rwys 6L/6R**, climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R**, climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L**, obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R**, obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L**, monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R**, crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

## CLEVELAND-HOPKINS INTL (CLE)

AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L, 6R, 10**, climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10**, multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L**, multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R**, tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28**, vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

**CLEVELAND, OH (CON'T)**

CUYAHOGA COUNTY (CGF)

ORIG 06159 (FAA)

NOTE: **Rwy 6**, trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24**, multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

**COLUMBUS, IN**

COLUMBUS MUNI (BAK)

ORIG 08269 (FAA)

NOTE: **Rwy 14**, tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

**COLUMBUS, OH**

BOLTON FIELD (TZR)

ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4**, tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22**, tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

**PORT COLUMBUS INTL (CMH)**

AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R**, climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L**, tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R**, trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L**, multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R**, multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

**CONNERSVILLE, IN**

METTEL FIELD (CEV)

AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-VFR use only.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 185° to 1500 before proceeding on course.

NOTE: **Rwy 18**, railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36**, road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

**COSHOCTON, OH**

RICHARD DOWNING (I40)

AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.

**DAYTON, OH**

DAYTON-WRIGHT BROTHERS (MGY)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20**, multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up to 100' AGL/1026' MSL.

**GREENE COUNTY-LEWIS A. JACKSON**

RGNL (I19)

AMDT 1 07074 (FAA)

NOTE: **Rwy 25**, multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7**, tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

**JAMES M. COX DAYTON INTL (DAY)**

AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 250' per NM to 1300'.

NOTES: **Rwy 18**, multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



09295

## DELAWARE, OH DELAWARE MUNI (DLZ) ORIG 07298 (FAA)

NOTE: **Rwy 10**, railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL.

**Rwy 28**, rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

## EAST LIVERPOOL, OH COLUMBIANA COUNTY (02G) AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25**, 400-1.

## ELYRIA, OH ELYRIA (1G1)

NOTE: **Rwy 9**, road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27**, tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

## EVANSVILLE, IN EVANSVILLE RGNL (EVV) AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1. **Rwy 27**, 300-1 $\frac{1}{4}$  or std. w/ a min. climb of 402' per NM to 800. **Rwy 36**, 300-1 $\frac{1}{4}$ .

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 203° to 1300 before turning right.

NOTE: **Rwy 4**, multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9**, water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18**, multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22**, building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27**, multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36**, multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

## FINDLAY, OH FINDLAY (FDY) ORIG 07242 (FAA)

NOTE: **Rwy 7**, road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18**, tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25**, multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36**, pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

## FORT WAYNE, IN FORT WAYNE INTL (FWA) AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1300' before turning left.

NOTE: **Rwy 5**, trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9**, tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL. **Rwy 14**, tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27**, obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32**, trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

## SMITH FIELD (SMD) AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31**, 300-1.

**Rwy 23**, 800-2 $\frac{1}{2}$  or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13**, climb to 2000 on heading 090 before turning south. **Rwys 23, 31**, climb to 2000 on heading 270 before turning south.

## FOSTORIA, OH FOSTORIA METROPOLITAN (FZI) ORIG 09071 (FAA)

NOTE: **Rwy 9**, trees beginning 1630' from DER, 480' right of centerline, up to 59' AGL/808' MSL. Trees beginning 319' from DER, 583' left of centerline, up to 74' AGL/823' MSL. **Rwy 27**, trees beginning 977' from DER, 387' left of centerline, up to 100' AGL/859' MSL. Building 1' from DER, 499' left of centerline, 8' AGL/758' MSL.



09295

**FREMONT, OH**

FREMONT (14G)

AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36**, NA-  
Environmental.

NOTE: **Rwy 9**, train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27**, road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

**FRENCH LICK, IN**

FRENCH LICK MUNI (FRH)

ORIG 08101 (FAA)

NOTE: **Rwy 8**, Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26**, Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

**GALLIPOLIS, OH**

GALLIA-MEIGS RGNL (GAS)

AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 500-1. **Rwy 23**, 800-3 or std. w/ min. climb of 331' per NM to 1700.DEPARTURE PROCEDURE: **Rwy 5**, climb straight ahead to 2100 before proceeding on course.**Rwy 23**, climb via 215° track to 1500 before proceeding on course.**GARY, IN**

GARY/CHICAGO INTL (GYG)

AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30**, 300-1.DEPARTURE PROCEDURE: **Rwy 12**, climb to 1200 before proceeding on course. **Rwy 20**, climb to 1200 on heading 220° before proceeding on course.**GEORGETOWN, OH**

BROWN COUNTY (GEO)

AMDT 1 81358 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35**, 300-1.**GOSHEN, IN**

GOSHEN MUNI (GSH)

ORIG 08157 (FAA)

NOTE: **Rwy 5**, Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9**, Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23**, Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27**, Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

**GREENCASTLE, IN**

PUTNAM COUNTY (417)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13' AGL/822' MSL. Fence 214' from departure end of runway, 307' left of centerline, 16' AGL/825' MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36**, Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

**GREENSBURG, IN**

GREENSBURG MUNI (I34)

AMDT 1A 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.



## GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)  
AMDT 4 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. w/ min. climb of 502' per NM to 1000.

NOTE: **Rwy 8**, multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26**, multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up to 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up to 100' AGL/744' MSL.

## HAMILTON, OH

BUTLER COUNTY RGNL (HAO)  
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29**, 300-1 or std. with a min. climb of 420' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11**, climb to 1700 via heading 110° before turning on course. **Rwy 29**, climb to 1700 via heading 290° before turning on course.

NOTE: **Rwy 11**, trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29**, trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

## HARRISON, OH

CINCINNATI WEST (I67)  
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27**, NA-obstacles. **Rwy 19**, 500-3 or std. w/ min. climb of 253' per NM to 1300.

NOTE: **Rwy 1**, multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19**, road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

## HILLSBORO, OH

HIGHLAND COUNTY (HOC)  
AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

## HUNTINGBURG, IN

HUNTINGBURG (HNB)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

## HUNTINGTON, IN

HUNTINGTON MUNI (HHG)  
AMDT 1 87183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1.

## INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)  
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3**, antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21**, trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

## GREENWOOD MUNI (HFY)

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1**, hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up to 77' AGL/898' MSL. **Rwy 19**, multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)

ORIG 08157 (FAA)

NOTE: **Rwy 18**, Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36**, Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.



**INDIANAPOLIS, IN (CON'T)**

INDIANAPOLIS EXECUTIVE (TYQ)

ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36**, multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)

ORIG 07018 (FAA)

NOTES: **Rwy 5R**, tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L**, rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128' AGL/923' MSL. **Rwy 23R**, tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32**, antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)

AMDT 2 92281 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.DEPARTURE PROCEDURE: **Rwys 15, 33**, climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)

AMDT 1 84243 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb to 2000 on a 270° heading before turning south.**JACKSON, OH**

JAMES A. RHODES (I43)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-2. **Rwy 19**, 300-1½DEPARTURE PROCEDURE: **Rwy 1**, climb heading 010° to 1500 before turning left.

NOTE: **Rwy 1**, car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19**, pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

**JEFFERSONVILLE, IN**

CLARK RGNL (JVY)

AMDT 1 95061 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.DEPARTURE PROCEDURE: **Rwys 14, 18, 36**, climb on runway heading to 2000 before turning west. **Rwy 32**, climb to 2000 heading 360° before turning west.**KENDALLVILLE, IN**

KENDALLVILLE MUNI (C62)

AMDT 2 86016 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before turning south.**KENTLAND, IN**

KENTLAND MUNI (501)

ORIG 88322 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1.DEPARTURE PROCEDURE: **Rwy 27**, turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.**KENTON, OH**

HARDIN COUNTY (I95)

AMDT 2 83342 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, 300-1.**KNOX, IN**

STARKE COUNTY (OXI)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-Environmental.NOTE: **Rwy 36**, tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL.

**Rwy 18**, trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

**LA PORTE, IN**

LA PORTE MUNI (PPO)

AMDT 2 07186 (FAA)

NOTE: **Rwy 14**, power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20**, power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

## LAFAYETTE, IN

PURDUE UNIVERSITY (LAF)

AMDT 1 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23**, 400-2¼ or std. w/ min. climb of 220' per NM to 1100.

NOTE: **Rwy 5**, multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10**, multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23**, rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28**, multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

## LANCASTER, OH

FAIRFIELD COUNTY (LHQ)

AMDT 1 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 400-1. **Rwy 28**, 300-1.

## LIMA, OH

LIMA ALLEN COUNTY (AOH)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA-Environmental.

NOTE: **Rwy 9**, bush and trees beginning 163' from DER, 311' right of centerline, up to 100' AGL/1104' MSL. **Rwy 27**, bush and trees beginning 175' from DER, 128' right of centerline, up to 100' AGL/1044' MSL. Antenna on building and trees beginning 67' from DER, 257' left of centerline, up to 100' AGL/1054' MSL.

## LOGANSPOORT, IN

LOGANSPOORT/CASS COUNTY (GGP)

ORIG 07186 (FAA)

NOTE: **Rwy 9**, transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

## LONDON, OH

MADISON COUNTY (UYF)

ORIG 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, 300-1.

## LORAIN/ELYRIA, OH

LORAIN COUNTY RGNL (LPR)

ORIG 06159 (FAA)

NOTE: **Rwy 7**, multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25**, bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

## LOWELL, IN

LOWELL (C97)

ORIG 82357 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

## MADISON, IN

MADISON MUNI (IMS)

AMDT 2 08213 (FAA)

NOTE: **Rwy 3**, Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21**, Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

## MANSFIELD, OH

MANSFIELD LAHM RGNL (MFD)

ORIG 09071 (FAA)

NOTE: **Rwy 5**, trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32**, trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

## MARION, IN

MARION MUNI (MZZ)

ORIG 02164 (FAA)

NOTE: **Rwy 4**, trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15**, trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22**, trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33**, trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



09295

## MARION, OH

MARION MUNI (MNN)

ORIG 07242 (FAA)

DEPARTURE PROCEDURE: **Rwy 25**, climb heading 245° to 1600 before turning right.

NOTE: **Rwy 7**, trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL.

Multiple trees beginning 36' from departure end of

runway, 280' right of centerline, up to 43' AGL/1033'

MSL. **Rwy 13**, trees 512' from departure end of runway,

277' left of centerline, up to 100' AGL/1089' MSL. Road

491' from departure end of runway, 15' AGL/1004' MSL.

**Rwy 25**, obstruction light on antenna 419' from departure

end of runway, 407' left of centerline, up to 13' AGL/1008'

MSL. Road 434' from departure end of runway, 15' AGL/

1004' MSL. **Rwy 31**, trees 2186' from departure end of

runway, up to 100' AGL/1089' MSL. Road 355' from

departure end of runway, 485' left of centerline, 15' AGL/

1004' MSL.

## MARYSVILLE, OH

UNION COUNTY (MRT)

AMDT 2 89320 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

## MEDINA, OH

MEDINA MUNI (1G5)

AMDT 3 06159 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 562' from

departure end of runway, 588' left of centerline, up to 100'

AGL/1279' MSL. Multiple trees beginning 1925' from

departure end of runway, on centerline, up to 100' AGL/

1319' MSL. **Rwy 9**, multiple trees beginning 305' from

departure end of runway, 396' right of centerline, up to

100' AGL/1249' MSL, tower 3627' from departure end of

runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy**

**19**, multiple trees beginning at departure end of runway,

112' left of centerline, up to 100' AGL/1249' MSL. **Rwy**

**27**, multiple trees beginning at departure end of runway,

345' left of centerline, up to 100' AGL/1319' MSL,

multiple trees beginning at departure end of runway, 366'

right of centerline, up to 100' AGL/1279' MSL.

## MICHIGAN CITY, IN

MICHIGAN CITY MUNI (MGC)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 20**, climb to 1300 on runway heading before turning east.

## MIDDLEFIELD, OH

GEAUGA COUNTY (7G8)

AMDT 3 06159 (FAA)

NOTE: **Rwy 11**, railroad 331' from departure end of

runway, 315' left of centerline, 23' AGL/1182' MSL.

Trees 3144' from departure end of runway, 671' left of

centerline, 100' AGL/1249' MSL. **Rwy 29**, railroad 349'

from departure end of runway, 521' left of centerline, 23'

AGL/1212' MSL. Multiple buildings 993' from departure

end of runway, 294' right of centerline, 40' AGL/1239'

MSL. Trees 1875' from departure end of runway, 791'

right of centerline, 100' AGL/1319' MSL. Tank 2251' from

departure end of runway, 578' right of centerline, 125'

AGL/1315' MSL.

## MIDDLETOWN, OH

MIDDLETOWN RGNL/HOOK FIELD (MWO)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 23**, 300-1.

**Rwy 26**, 400-1.

DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26**, climb

on runway heading to 1700' before proceeding on

course.

## MILLERSBURG, OH

HOLMES COUNTY (10G)

ORIG 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

## MONTICELLO, IN

WHITE COUNTY (MCX)

AMDT 2 85101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 600-1 or std. with a

min. climb of 250' per NM to 1300.

## MT. GILEAD, OH

MORROW COUNTY (4I9)

AMDT 1 83048

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

## MT. VERNON, OH

KNOX COUNTY (4I3)

ORIG 09015 (FAA)

NOTE: **Rwy 28**, trees 2121' from departure end of runway,

361' right of centerline, 47' AGL/1246' MSL.

## MUNCIE, IN

DELAWARE COUNTY-JOHNSON FIELD (MIE)

AMDT 3 06271 (FAA)

NOTE: **Rwy 2**, multiple trees beginning 888' from

departure end of runway, 412' right of centerline, up to

47' AGL/980' MSL. Tree and towers beginning 2554'

from departure end of runway, 46' left of centerline, up to

113' AGL/1046' MSL. **Rwy 14**, tree 2061' from departure

end of runway, 1004' right of centerline, 69' AGL/1005'

MSL. **Rwy 20**, tree 1463' from departure end of runway,

564' left of centerline, 82' AGL/1019' MSL. Multiple

trees beginning 1119' from departure end of runway,

171' right of centerline, up to 62' AGL/999' MSL. **Rwy**

**32**, multiple bushes beginning 86' from departure end of

runway, 447' left of centerline, up to 12' AGL/940' MSL.

## NAPPANEE, IN

NAPPANEE MUNI (C03)

AMDT 1 81036 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1.

## NEW LEXINGTON, OH

PERRY COUNTY (I86)

ORIG 84243 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, 300-1.

## NEW PHILADELPHIA, OH

HARRY CLEVER FIELD (PHD)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 600-1. **Rwy 14**,

500-1 or std. with a min. climb to 330' per NM to 1600.

**Rwy 32**, 500-1 or std. with a min. climb 380' per NM to

1600.

DEPARTURE PROCEDURE: **Rwys 11, 14, 29, 32**, climb

runway heading to 1600 before turning.



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

## NEWARK, OH

NEWARK-HEATH (VTA)

AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 600-3 or std. w/ min. climb of 354' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1800 before proceeding on course.

NOTE: **Rwy 9**, Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

## NORTH VERNON, IN

NORTH VERNON (OVO)

ORIG 09239 (FAA)

NOTE: **Rwy 5**, tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15**, fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23**, trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL. **Rwy 33**, fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

## NORWALK, OH

NORWALK-HURON COUNTY (5A1)

AMDT 1 83286 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

## OTTAWA, OH

PUTNAM COUNTY (OWX)

ORIG 09239 (FAA)

NOTE: **Rwy 9**, trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27**, road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

## OXFORD, OH

MIAMI UNIVERSITY (OXD)

AMDT 1 96312 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

## PAINESVILLE, OH

CONCORD AIRPARK (2G1)

AMDT 2 06159 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 400-1½ or std. w/ a min. climb of 310' per NM to 1500.

NOTE: **Rwy 2**, numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20**, numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

## PERU, IN

PERU MUNI (I76)

AMDT 3 07018 (FAA)

NOTE: **Rwy 1**, multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centerline, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19**, multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

## PHILLIPSBURG, OH

PHILLIPSBURG (3I7)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1.

## PLYMOUTH, IN

PLYMOUTH MUNI (C65)

ORIG 74199 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.

## PORT CLINTON, OH

CARL R. KELLER FIELD (PCW)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27**, std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 9**, multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18**, multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27**, multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36**, trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of centerline, 100' AGL/719' MSL.

## PORTLAND, IN

PORTLAND MUNI (PLD)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA - Turf runways.

NOTE: **Rwy 9**, multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27**, barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

**PORTSMOUTH, OH**

GREATER PORTSMOUTH RGNL (PMH)

AMDT 2 91262 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 170° to 1200 before proceeding on course.**RENSSELAER, IN**

JASPER COUNTY (RZL)

AMDT 1 88014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36**, 300-1.DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36**, climb to 1100 on runway heading before proceeding on course.**RICHMOND, IN**

RICHMOND MUNI (RID)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, NA-Environmental.

NOTE: **Rwy 15**, tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24**, road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33**, trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

**ROCHESTER, IN**

FULTON COUNTY (RCR)

ORIG 08269 (FAA)

NOTE: **Rwy 11**, terrain 469' right of centerline, 797' MSL.

Trees beginning 619' from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29**, pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

**ST. CLAIRSVILLE, OH**

ALDERMAN (2P7)

AMDT 2 91010 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.DEPARTURE PROCEDURE: **Rwys 1, 19**, climb on runway heading to 1800 before proceeding on course.**SALEM, OH**

SALEM AIRPARK, INC (38D)

AMDT 1 97058 (FAA)

DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 2200 before turning south.**SANDUSKY, OH**

GRIFFING-SANDUSKY (SKY)

AMDT 1 81162 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 27**, 300-1.**SEBRING, OH**

TRI-CITY (3G6)

ORIG 76036 (FAA)

DEPARTURE PROCEDURE: **Rwys 17, 35**, climb runway heading to 3000 before turning east.**SEYMOUR, IN**

FREEMAN MUNI (SER)

ORIG 07130 (FAA)

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 046° to 1100 before turning left. **Rwy 14**, climb heading 136° to 1100 before turning right.

NOTE: **Rwy 5**, multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14**, multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32**, multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

**SHELBY, OH**

SHELBY COMMUNITY (12G)

AMDT 1 83076 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36**, 300-1.**SHELBYVILLE, IN**

SHELBYVILLE MUNI (GEZ)

AMDT 4 99112 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1400 before turning west on course.

**Rwys 9, 19**, climb runway heading to 1300 before turning on course. **Rwy 27**, climb to 1500 on heading 240° before turning turning north on course.

**SIDNEY, OH**

SIDNEY MUNI (I12)

AMDT 2 91038 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 10, 23**, 300-1. **Rwy 28**, 300-1 or std. with a min. climb of 350' per NM to 1300.

**SOUTH BEND, IN**

SOUTH BEND RGNL (SBN)

AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R**, 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R**, climb heading 092° to 2000 before turning South. **Rwy 18**, climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L**, tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18**, powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L**, light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R**, tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36**, terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

**SPRINGFIELD, OH**

SPRINGFIELD-BECKLEY MUNI (SGH)

ORIG 08157 (FAA)

NOTE: **Rwy 6**, Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15**, Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24**, Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33**, Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

**STEUBENVILLE, OH**

JEFFERSON COUNTY AIRPARK (2G2)

ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 2200 before turning north.

**SULLIVAN, IN**

SULLIVAN COUNTY (SIV)

AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before turning west on course.

**Rwys 18, 36**, climb runway heading to 1800 before turning east on course.

**TELL CITY, IN**

PERRY COUNTY MUNI (TEL)

AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.**TERRE HAUTE, IN**

SKY KING (313)

AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18**, 300-1.

DEPARTURE PROCEDURE: **Rwy 26**, climb to 1400 on runway heading before turning south. **Rwy 18**, climb to 1400 on runway heading before turning west.

**TERRE HAUTE INTL-HULMAN FIELD (HUF)**

ORIG 08213 (FAA)

NOTE: **Rwy 5**, Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14**, trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18**, terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL. Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32**, trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36**, trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

**TIFFIN, OH**

SENECA COUNTY(16G)

AMDT 2 09183 (FAA)

NOTE: **Rwy 6**, multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24**, multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.



**TOLEDO, OH**

METCALF FIELD (TDZ)

AMDT 2A 07326 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 22, 32**, 300-1. **Rwy 4**, 2100-2 or std. with a min. climb of 300' per NM to 2100.DEPARTURE PROCEDURE: **Rwys 14, 22, 32**, climb runway heading to 2000 before turning.NOTE: **Rwy 14**, tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.**TOLEDO EXPRESS (TOL)**

AMDT 2 89040 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1 or std. with a min. climb of 260' per NM to 1000'.DEPARTURE PROCEDURE: **Rwy 25**, climb runway heading to 1100' before turning.**UPPER SANDUSKY, OH**

WYANDOT COUNTY (56D)

ORIG 80150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.**VALPARAISO, IN**

PORTER COUNTY MUNI (VPZ)

ORIG 08045 (FAA)

NOTE: **Rwy 9**, Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18**, Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27**, Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36**, Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL. Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

**VAN WERT, OH**

VAN WERT COUNTY (VNW)

AMDT 3 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1½ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36**, NA-Environmental.NOTE: **Rwy 9**, tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.**VERSAILLES, OH**

DARKE COUNTY (VES)

AMDT 2 87015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.

CAUTION: 50' unlighted trees left side at departure end of runway 27.

**WADSWORTH, OH**

WADSWORTH MUNI (3G3)

AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10**, std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20**, 300-1½ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28**, 400-2½ or std. w/ min. climb of 457' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10**, for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28**, climb heading 277° to 1600 before proceeding on course.

NOTE: **Rwy 2**, vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10**, trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20**, vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28**, building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

**WAPAKONETA, OH**

NEIL ARMSTRONG (AXV)

AMDT 2 08213 (FAA)

NOTE: **Rwy 8**, vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26**, obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

**WARSAW, IN**

WARSAW MUNI (ASW)

AMDT 1 83272 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb to 1200 on runway heading before turning west.**WASHINGTON, IN**

DAVIESS COUNTY (DCY)

ORIG 84045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1.**WASHINGTON COURT HOUSE, OH**

FAYETTE COUNTY (I23)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1½ or std. w/ min. climb of 268' per NM to 1400.NOTE: **Rwy 5**, train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23**, train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.**WAUSEON, OH**

FULTON COUNTY (USE)

AMDT 1 83048 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, 300-1.**WAVERLY, OH**

PIKE COUNTY (EOP)

ORIG-A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.NOTE: **Rwy 7**, building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL.**Rwy 25**, 60' AGL trees 500' from departure end of runway 170' left of centerline.**WEST UNION, OH**

ALEXANDER SALAMON (AMT)

AMDT 1 90347 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1700 before turning west.**WILLARD, OH**

WILLARD (8G1)

AMDT 1 81134 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10, 28**, 300-1.DEPARTURE PROCEDURE: **Rwys 10, 28**, climb runway heading to 1500 before proceeding on course.**WILLOUGHBY, OH**

WILLOUGHBY LOST NATION MUNI (LNN)

AMDT 2 06159 (FAA)

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 099° to 1600 before proceeding on course.**Rwy 23**, climb via heading 233° to 1400 before proceeding on course. **Rwy 28**, climb via heading 279° to 1400 before proceeding on course.NOTE: **Rwy 5**, tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10**, pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23**, tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28**, tree 1336' from departure end of runway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' right of centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.**WILMINGTON, OH**

AIRBORNE AIRPARK (ILN)

ORIG 09239 (FAA)

NOTE: **Rwy 4L**, tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L**, tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.**CLINTON FIELD (I66)**

AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1½ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.NOTE: **Rwy 3**, multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21**, multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.**WOODSFIELD, OH**

MONROE COUNTY (4G5)

AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1.**WOOSTER, OH**

WAYNE COUNTY (BJJ)

AMDT 1 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1.



**WRIGHT-PATTERSON AFB (KFFO)**

DAYTON, OH . . . . . 09295

**Rwy 5R, 200-1½\*****Rwy 23R, 400-2¾\*\*****Rwy 23L, 400-2¾\*\*\***

\* Or standard with minimum climb of 240ft/NM to 1100'.

\*\* Or standard with minimum climb of 260ft/NM to 1300'.

\*\*\* Or standard with minimum climb of 210ft/NM to 1300'.

**Rwy 5R**, Climb on track 050° until reaching 1100.TAKE-OFF OBSTACLES: **Rwy 23L**: 43' AGL

VORTAC, 850' from DER, 662' right of centerline.

**Rwy 5L**: Up to 105' AGL tree line beginning 3000'

from DER, 700' right of centerline to 5100' from

DER, 1300' left of centerline.

**YOUNGSTOWN, OH**

LANSDOWNE (04G)

AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 20**, 1500-2.DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20**, climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.**YOUNGSTOWN ELSER METRO (4G4)**

ORIG-A 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-2 or std. w/ min.climb of 237' per NM to 1500. **Rwys 18, 28**, 300-1.DEPARTURE PROCEDURE: **Rwy 36**, climb to 1500, then climbing right turn via heading 090° to 2600 before proceeding north. **Rwys 10, 28**, climb runway heading to 2600 before turning north.NOTE: **Rwy 10**, Tower 8758' from departure end of runway, 1882' left of centerline, 138' AGL/1332' MSL.**YOUNGSTOWN-WARREN, OH**

YOUNGSTOWN-WARREN RGNL (YNG)

AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1.**ZANESVILLE, OH**

ZANESVILLE MUNI (ZZV)

ORIG 03359 (FAA)

NOTE: **Rwy 22**, tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34**, tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

▲ NA

Use Muncie altimeter setting; when not received, use Indianapolis altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct MIE VOR/DME and hold.

INDIANAPOLIS CENTER

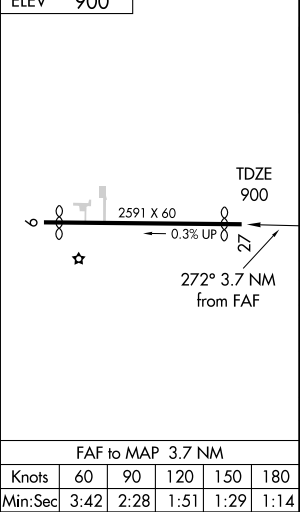
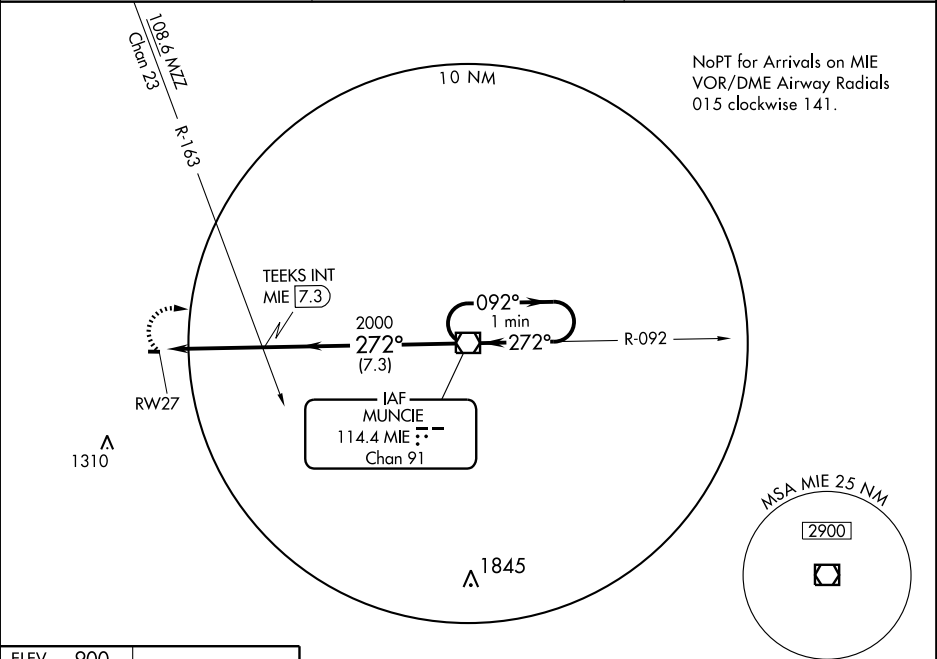
120.65 317.8


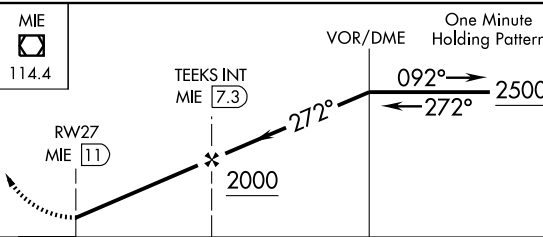
CTAF

122.8

UNICOM

123.05



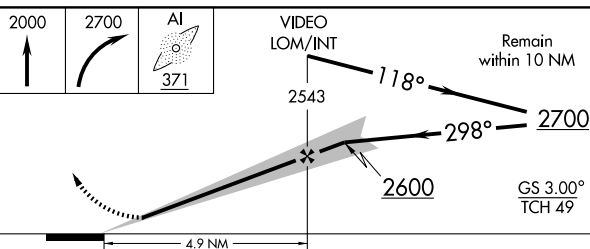
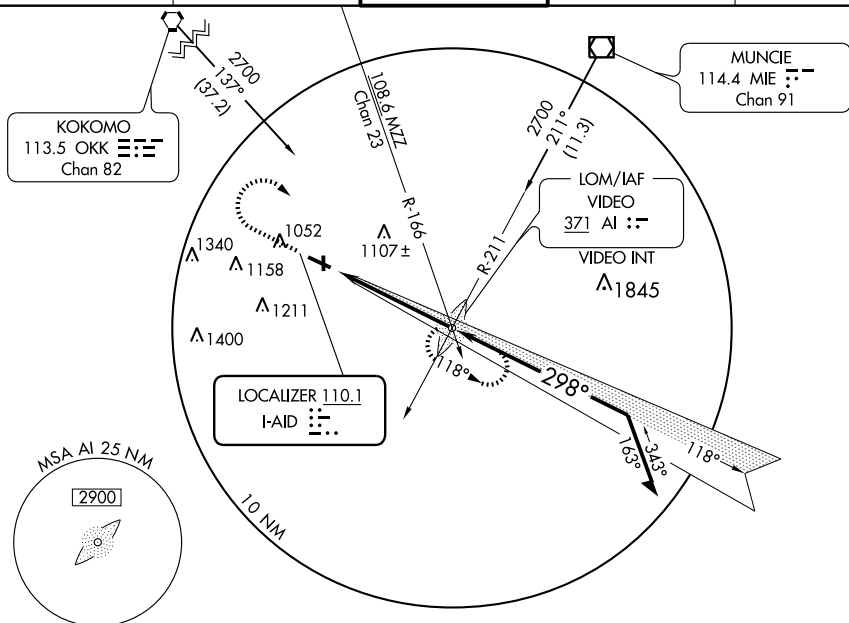
2500	MIE  114.4				
CATEGORY	A	B	C	D	
S-27	1320-1	420 (500-1)	NA		
CIRCLING	1340-1 440 (500-1)	1380-1 480 (500-1)	NA		
INDIANAPOLIS ALTIMETER SETTING MINIMUMS					
S-27	1480-1	580 (600-1)	NA		
CIRCLING	1500-1 600 (600-1)	1540-1 640 (700-1)	NA		

ILS or LOC RWY 30  
ANDERSON MUNI-DARLINGTON FIELD (AID)

MALSF

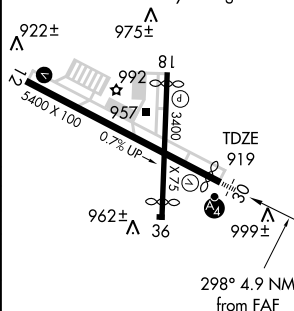
**MISSED APPROACH:** Climb to 2000, then climbing right turn to 2700 direct VIDEO LOM/Int and hold.

ANDERSON TOWER ★  
126.0 (CTAF) L

UNICOM  
122.95

CATEGORY	A	B	C	D
S-ILS 30	1162-1 250 (300-1)			
S-LOC 30	1360-1 441 (500-1)	1360-1½ 441 (500-1¼)	1360-1½ 441 (500-1½)	
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)
INDIANAPOLIS ALTITUDE SETTING MINIMUMS				
S-ILS 30	1270-1¼ 358 (400-1¼)			
S-LOC 30	1460-1¼ 541 (600-1¼)	1460-1½ 541 (600-1½)	1460-1¾ 541 (600-1¾)	
CIRCLING	1460-1 541 (600-1)	1500-1 581 (600-1)	1500-1½ 581 (600-1½)	1620-2¼ 701 (800-2¼)

ELEV	919	Rwy 30 ldg 5312'
		Rwy 18 ldg 3099'
		Rwy 36 ldg 3102'



REIL Rwy 12 **L**  
MIRL Rwys 12-30 and 18-36 **L**

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

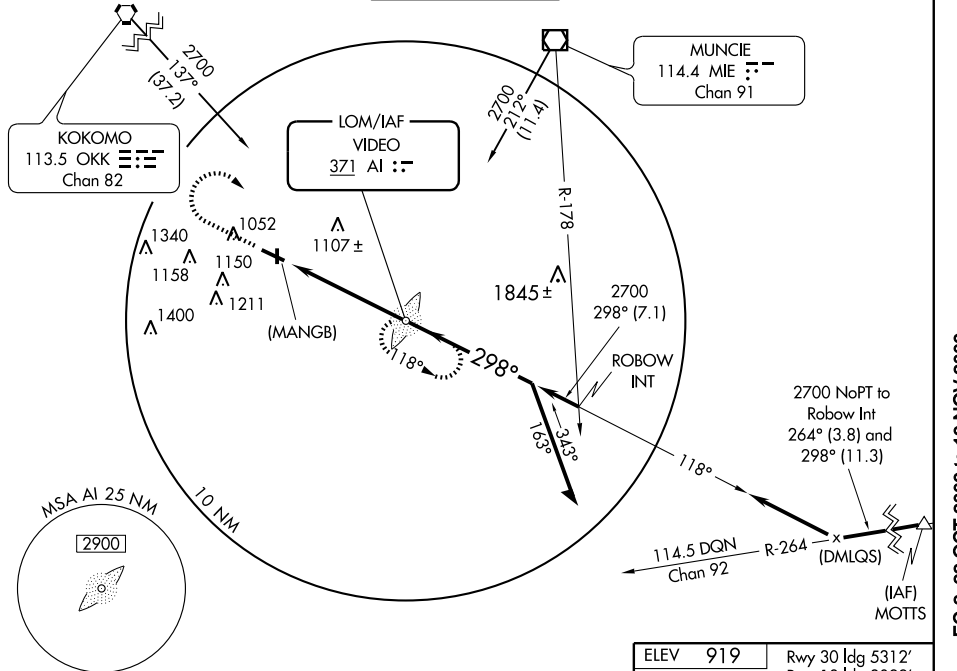
▼

When control tower closed, except for operators with approved weather reporting service, use Indianapolis altimeter setting.

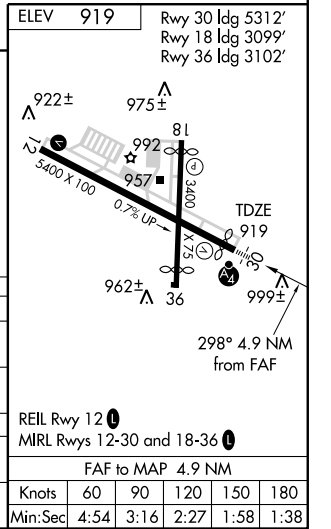
MALSF

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 direct AI LOM and hold.

AWOS-3 118.375	INDIANAPOLIS CENTER 120.65 317.8	ANDERSON TOWER★ 126.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-30	1400-¾ 481 (500-¾)		1400-1¼ 481 (500-1¼)	1400-1½ 481 (500-1½)
CIRCLING	1400-1 481 (500-1)		1400-1½ 481 (500-1½)	1500-2 581 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-30	1520-¾ 601 (700-¾)		1520-1¾ 601 (700-1¾)	1520-2 601 (700-2)
CIRCLING	1520-1 601 (700-1)		1520-1¾ 601 (700-1¾)	1620-2¼ 701 (800-2¼)



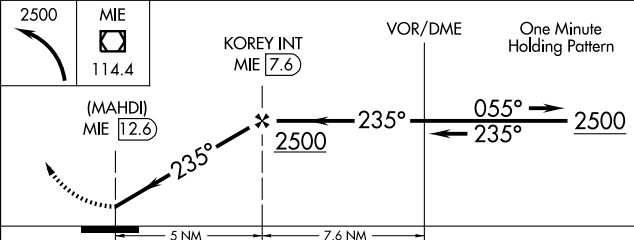
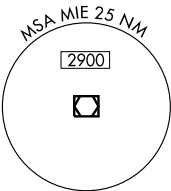
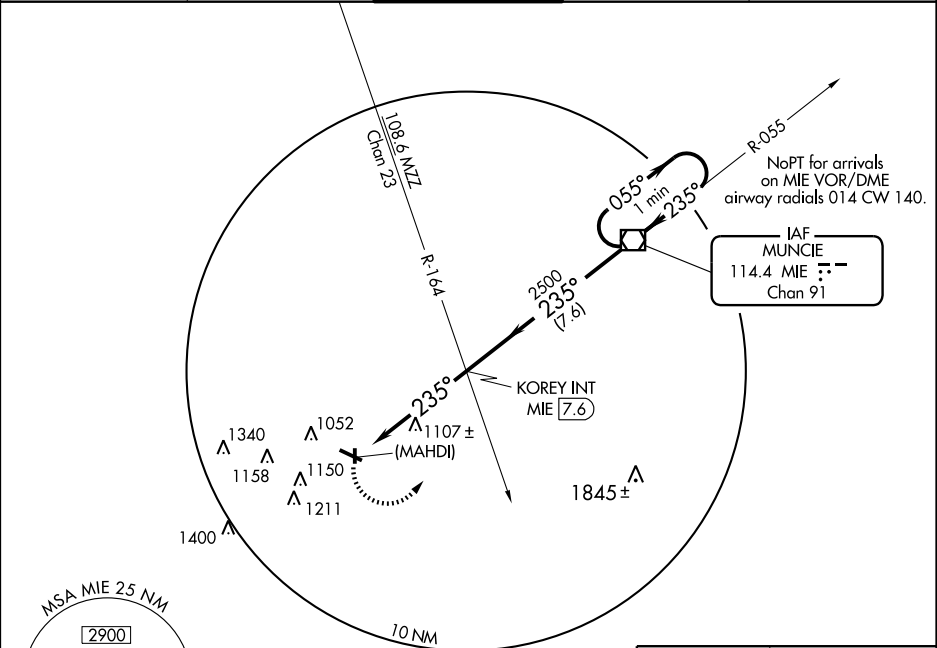
VOR or GPS-A

ANDERSON MUNI-DARLINGTON FIELD (A1D)

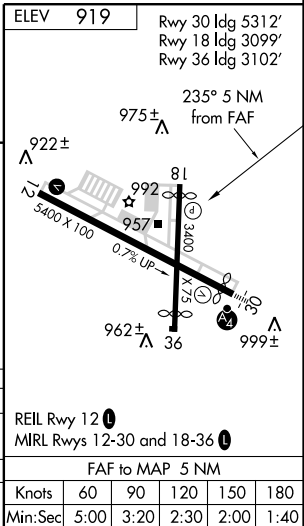
**V** When control tower closed, except for operators with approved  
**A** weather reporting service, use Indianapolis altimeter setting.

**MISSED APPROACH:**  
Climbing left turn to 2500 direct MIE VOR/DME and hold.

AWOS-3 118.375	INDIANAPOLIS CENTER 120.65 317.8	ANDERSON TOWER ★ 126.0 (CTAF) 0	GND CON 121.6	UNICOM 122.95
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CATEGORY	A	B	C	D
CIRCLING	1420-1 501 (600-1)	1420-1 501 (600-1)	1420-1½ 501 (600-1½)	1500-2 581 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
CIRCLING	1520-1 601 (700-1)	1520-1¾ 601 (700-1¾)	1620-2¼ 701 (800-2¼)	



NDB ANQ	APP CRS	Rwy Idg	<b>4000</b>
<b><u>347</u></b>	<b>044°</b>	TDZE	<b>990</b>
		Apt Elev	<b>995</b>

NDB RWY 5  
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

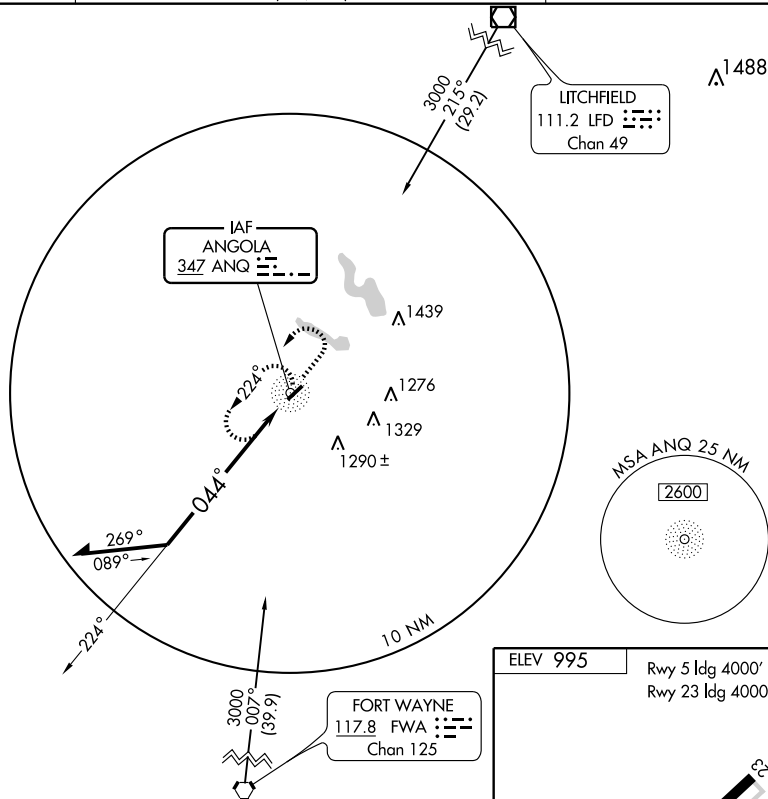
**ANA**

MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

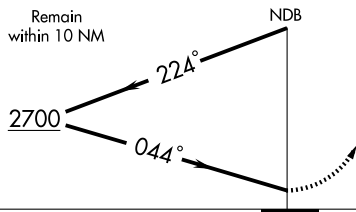
AWOS-3  
118.175

FORT WAYNE APP CON  
**132.15** (SE/NE) **284.6**  
**127.2** (SW/NW) **284.6**

UNICOM  
123.075 (CTAF) **L**



Remain  
within 10 NM



2700

ANQ

ELEV 995

Rwy 5 ldg 4000'  
Rwy 23 ldg 4000'

TDZE

990/



K

044

ANG

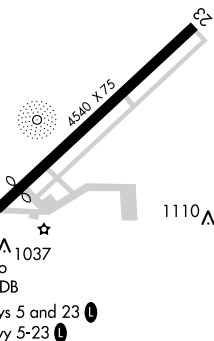
REIL M

MIRL

--	--

Knot

Min-S



CATEGORY	A	B	C	D
S-5	1560-1	570 (600-1)	1560-1½ 570 (600-1½)	NA
CIRCLING	1560-1	565 (600-1)	1560-1½ 565 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

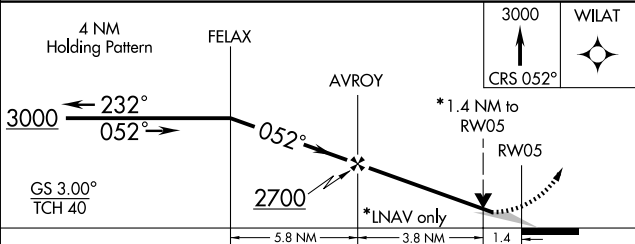
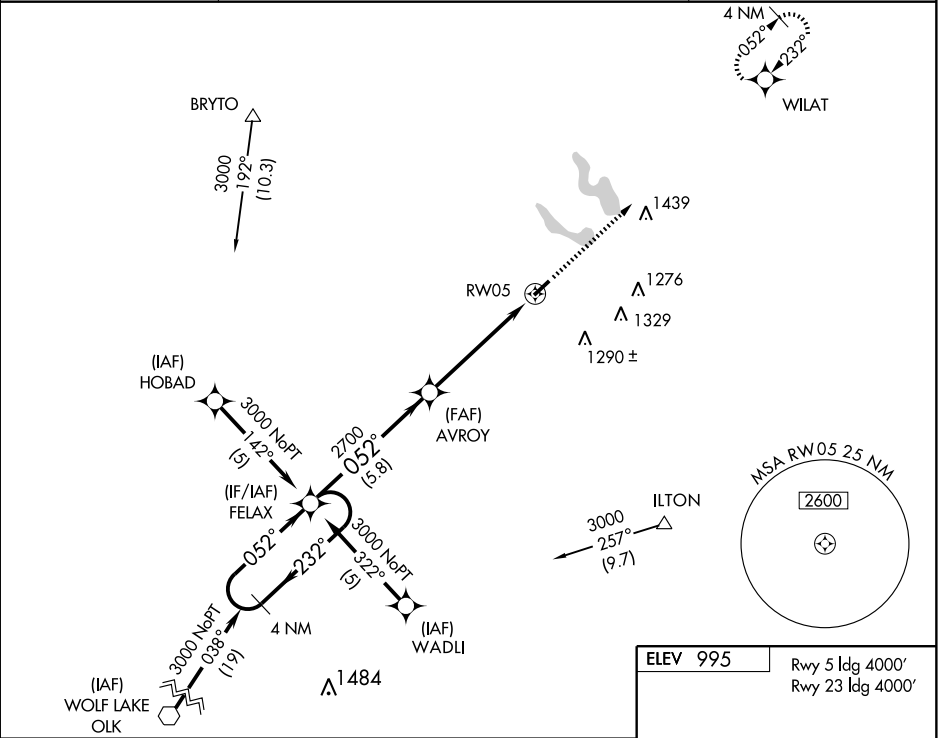
APP CRS	Rwy Idg	4000
052°	TDZE	990
	Apt Elev	995

RNAV (GPS) RWY 5

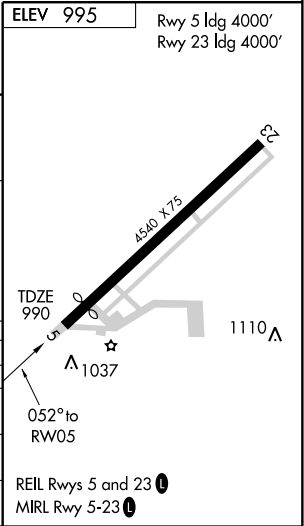
ANGOLA/ TRI-STATE STEUBEN COUNTY (A.N.Q)

▲ NA	BARO-VNAV NA below -17°C (1°F). GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.	MISSED APPROACH: Climb to 3000 via 052° course to WILAT WP and hold.
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AWOS-3 118.175	FORT WAYNE APP CON 132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	UNICOM 123.075 (CTAF) 1
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CATEGORY	A	B	C	D
GLS PA DA				
LNAV/VNAV DA	1400 - 1½	410(500-1½)		NA
LNAV MDA	1460 - 1	470(500-1)	1460 - 1¼ 470(500-1¼)	NA
CIRCLING	1520 - 1½	525(600-1½)		NA



APP CRS  
**232°**Rwy ldg  
TDZE  
Apt Elev  
**4000**  
**995**  
**995**

## RNAV (GPS) RWY 23

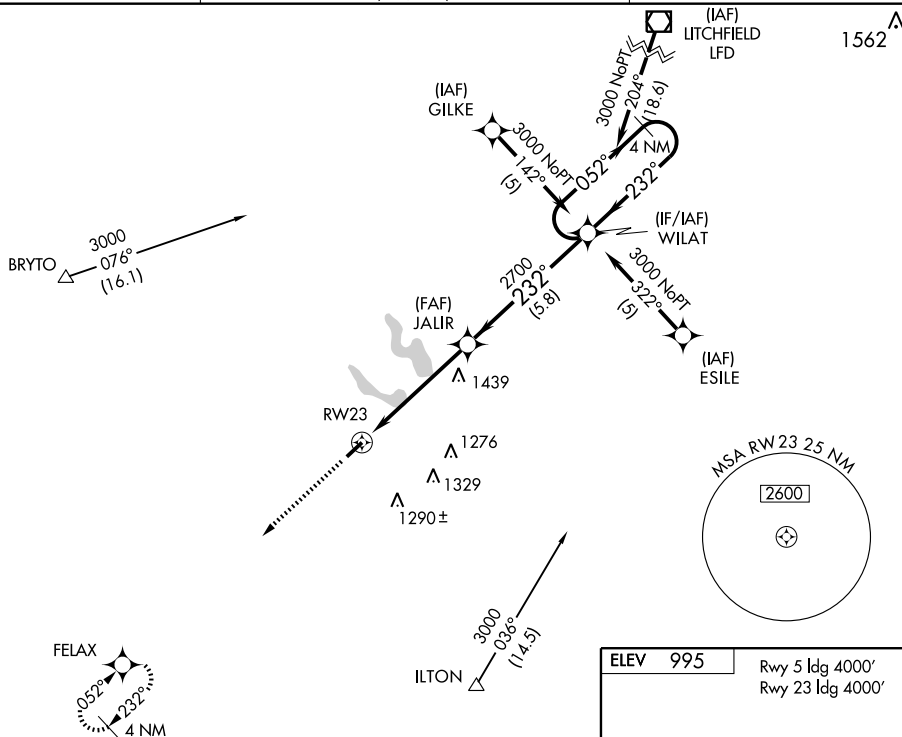
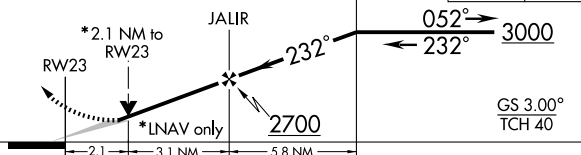
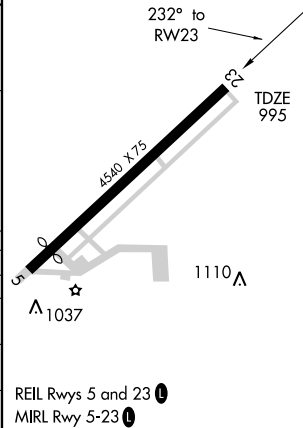
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)



BARO-VNAV NA below -17°C (1°F).

GPS or RNP-0.3 required.

DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 232° course  
to FELAX WP and hold.AWOS-3  
**118.175**FORT WAYNE APP CON  
**132.15** (SE/NE) **284.6**  
**127.2** (SW/NW) **284.6**UNICOM  
**123.075** (CTAF) **0**4 NM  
Holding Pattern3000  
CRS 232°  
FELAXELEV 995  
Rwy 5 ldg 4000'  
Rwy 23 ldg 4000'REIL Rwy 5 and 23 **0**  
MIRL Rwy 5-23 **0**



LOC DME I-GWB <b>108.75</b> Chan <b>24(Y)</b>	APP CRS <b>274°</b>	Rwy Idg <b>5000</b> TDZE <b>880</b> Apt Elev <b>880</b>
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## ILS or LOC RWY 27

AUBURN / DE KALB COUNTY (GWB)

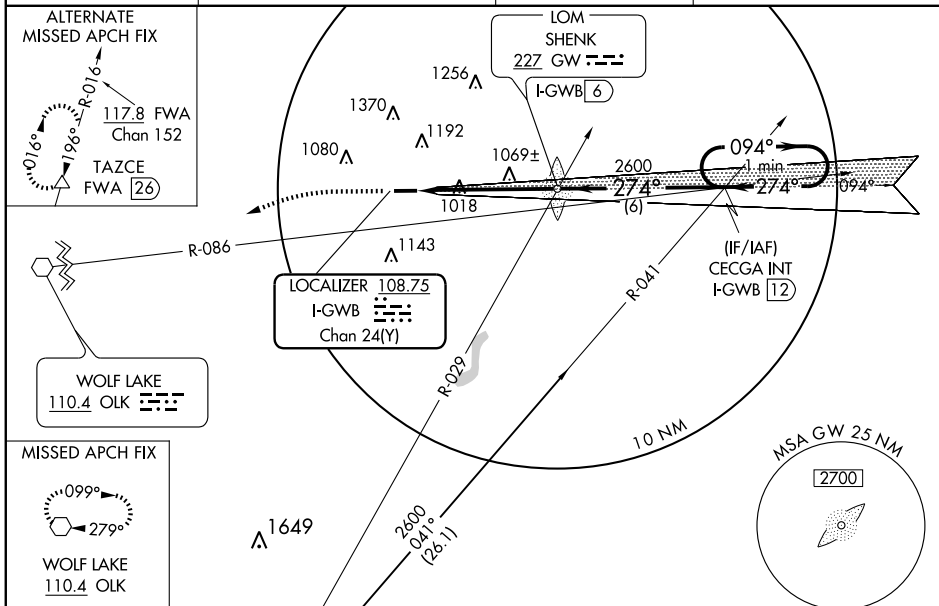
**NA** When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, when using Fort Wayne Intl altimeter setting increase S-ILS 27 all Cats visibility to 1. VDP NA when using Fort Wayne Intl altimeter setting.

MALSR

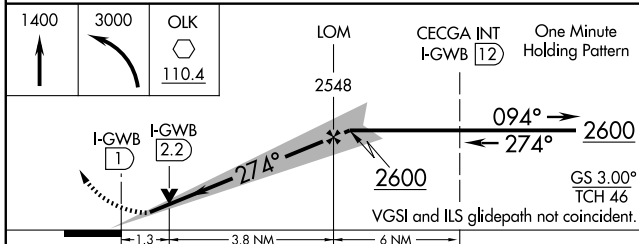


**MISSED APPROACH:** Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

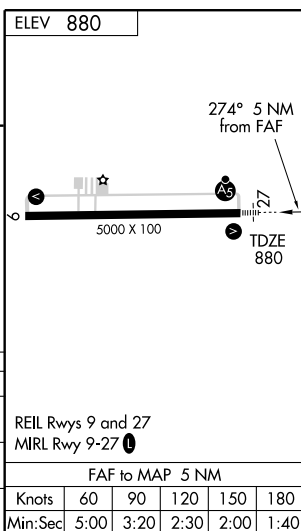
AWOS-3 <b>124.15</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>126.6</b>	UNICOM <b>123.0 (CTAF) 0</b>
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FWA VORTAC R-041 and OLK VOR R-086 should be used to identify CEEGA intersection.



CATEGORY	A	B	C	D
S-ILS 27	1080-1/2	200 (200-1/2)		
S-LOC 27	1320-1/2	440 (500-1/2)	1320-3/4 440 (500-3/4)	1320-1 440 (500-1)
CIRCLING	1320-1 440 (500-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 1/4 680 (700-2 1/4)





▼

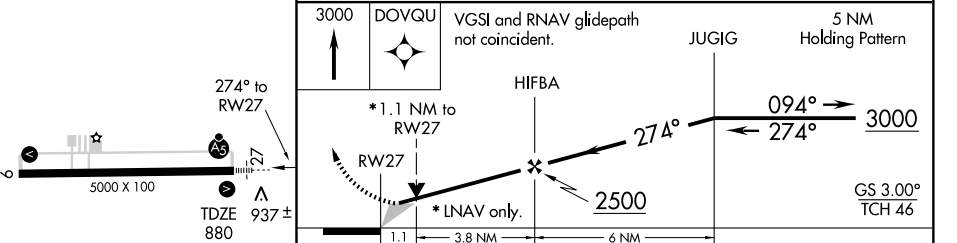
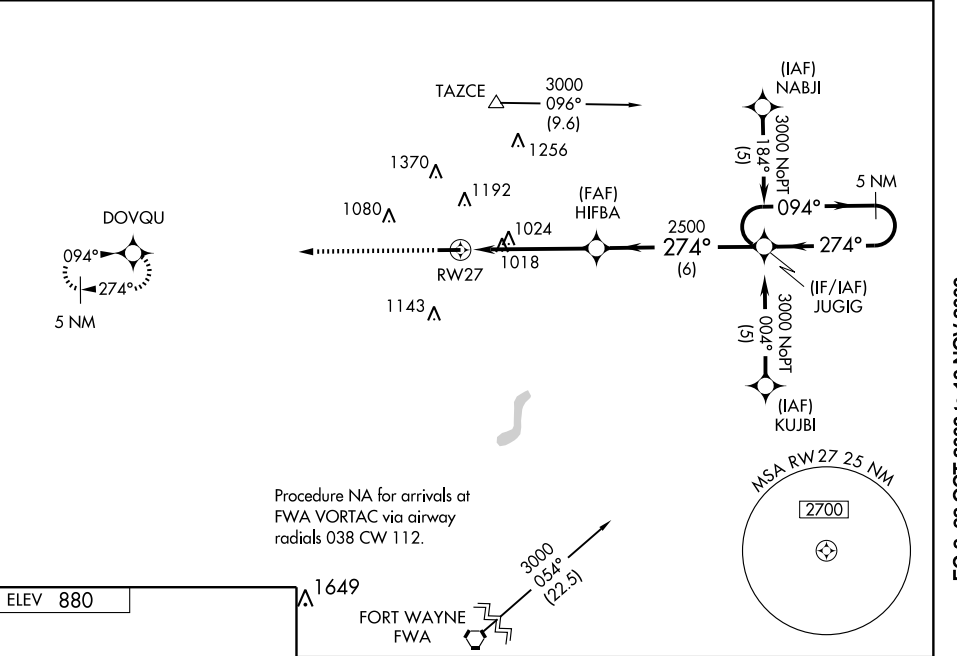
▲ NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 60 feet, LNAV/VNAV DA 180 feet, and all MDAs 60 feet. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1, and Cat D visibility to 1½. Inoperative table does not apply to LPV. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH:  
Climb to 3000 direct DOVQU and hold.

AWOS-3 124.15	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 126.6	UNICOM 123.0 (CTAF) 0
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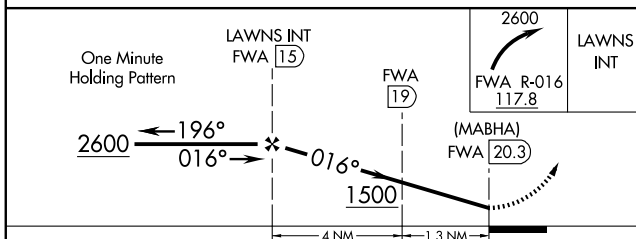
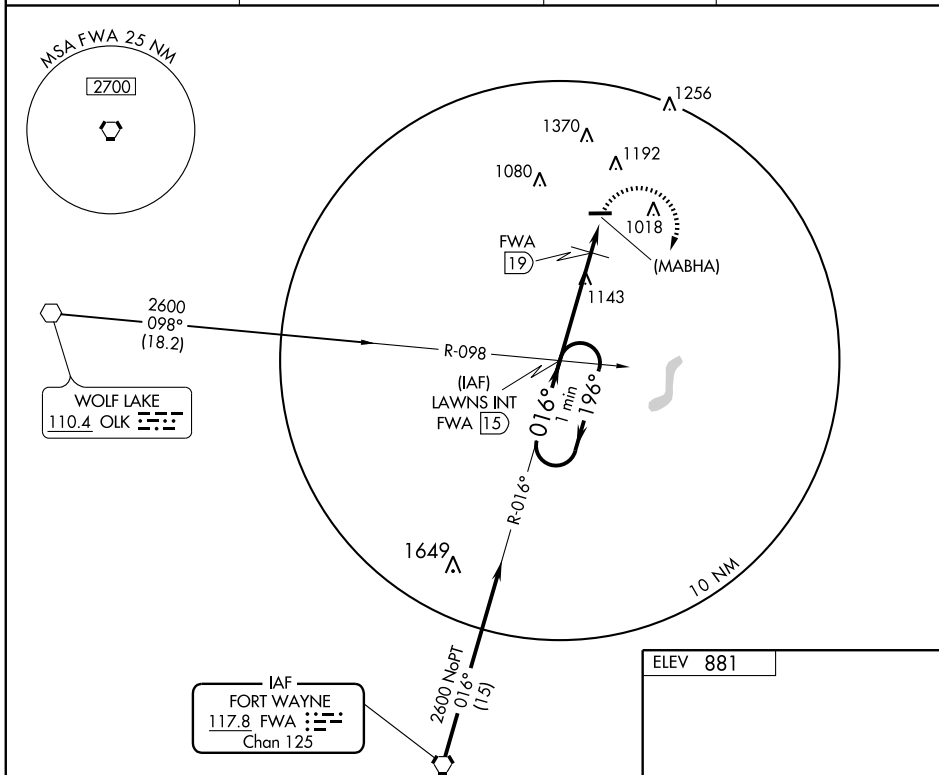
CATEGORY	A	B	C	D
LPV DA	1130-¾ 250 (300-¾)			
LNAV/ VNAV DA	1207-¾ 327 (400-¾)			
LNAV MDA	1280-¾ 400 (400-¾)			1280-1 400 (400-1)
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2 ¼ 680 (700-2 ¼)

VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>881</b>
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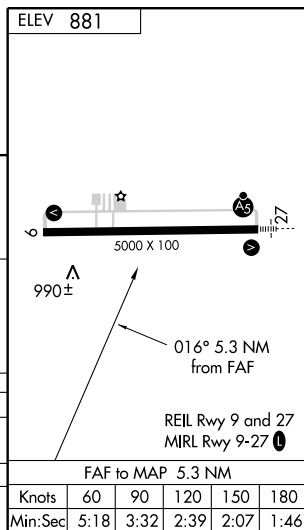
# VOR or GPS-A

AUBURN / DE KALB COUNTY (GWB)

NA Use Fort Wayne altimeter setting.		MISSED APPROACH: Climbing right turn to 2600 via FWA R-016 to LAWNS Int and hold.	
AWOS-3 <b>124.15</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	CLNC DEL <b>126.6</b>	UNICOM <b>123.0</b> (CTAF)



CATEGORY	A	B	C	D
CIRCLING	1500-1 619 (700-1)	1500-1¼ 619 (700-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)
DME MINIMUMS				
CIRCLING	1360-1 479 (500-1)	1360-1¼ 479 (500-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)




Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VOR OLK <b>110.4</b>	APP CRS <b>082°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>881</b> <b>881</b>
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VOR RWY 9

AUBURN / DE KALB COUNTY (GWB)

 **NA**  
 Use Fort Wayne altimeter setting.

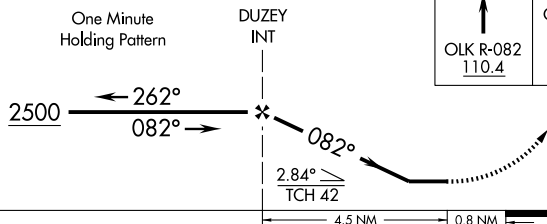
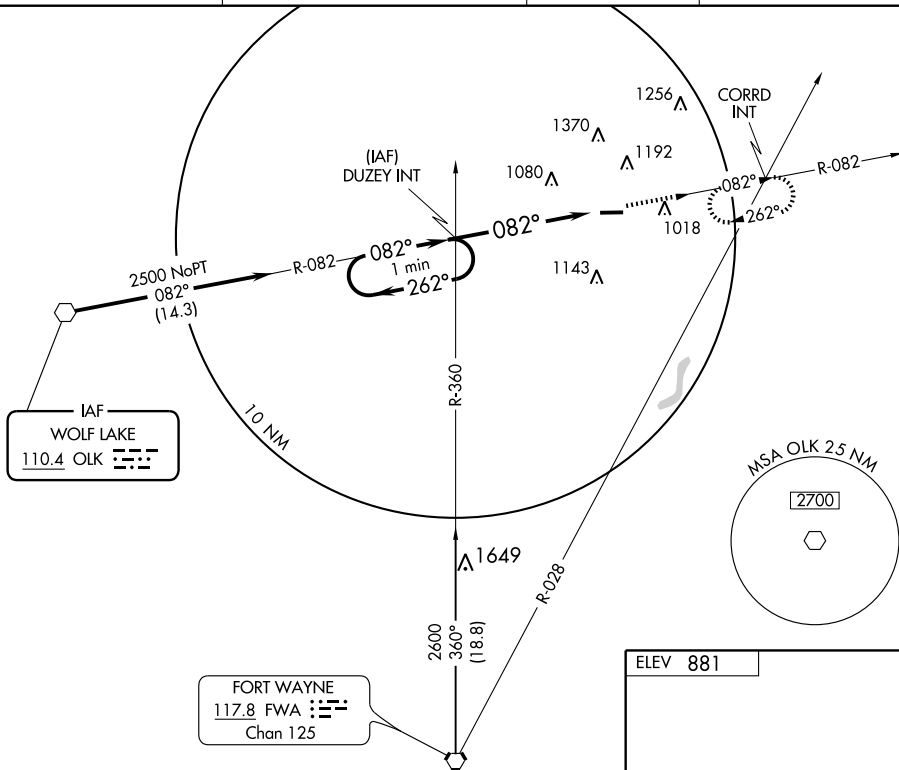
MISSED APPROACH: Climb to 2500 via  
 OLK R-082 to CORR D Int and hold.

AWOS-3  
**124.15**

FORT WAYNE APP CON  
**127.2 284.6**

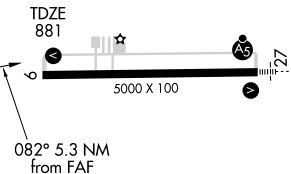
CLNC DEL  
**126.6**

UNICOM  
**123.0 (CTAF)**



2500  
 OLK R-082  
 110.4

CORR D INT



REIL Rwy 9 and 27  
 MRL Rwy 9-27

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

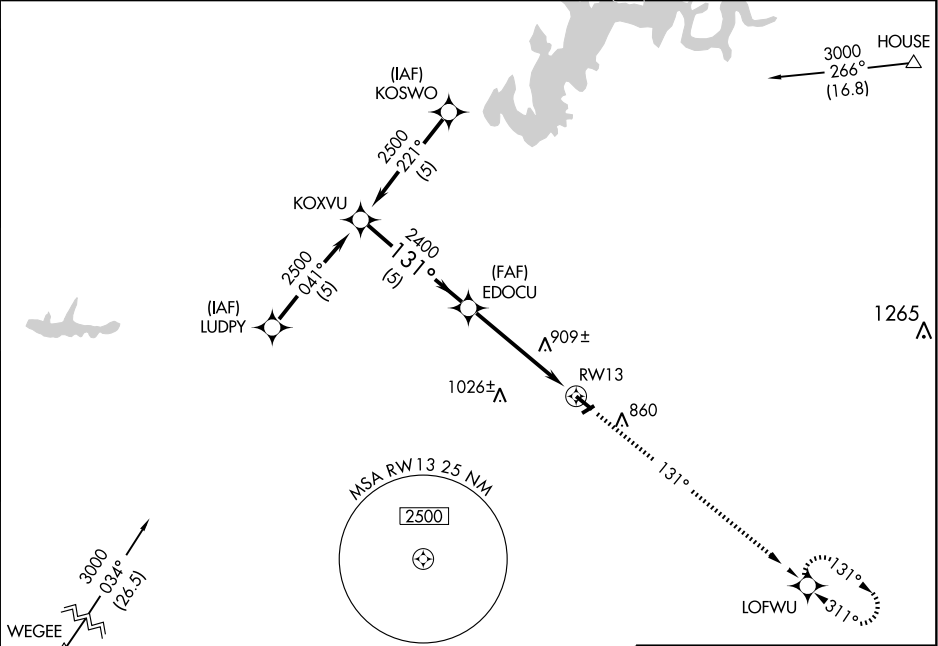
GPS RWY 13

BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

APP CRS	Rwy Idg	4501
131°	TDZE	721
	Apt Elev	728

NA	Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2500 via course 131° to LOFWU WP and hold.
----	---	--

AWOS-3 119.125	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF)
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Procedure Turn NA				ELEV 728
2500				↑ 2500
131°				course 131°
EDOCU				LOFWU
2400				↑ 131° to RWY13
5 NM				TDZE 721
RWY13				4501 X 100
CATEGORY				0 3089 X 70
A				00.3% UP
B				31
C				2
D				☆
S-13				1160-1 439 (500-1)
CIRCLING				1220-1 492 (500-1)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13				1300-1 579 (600-1)
CIRCLING				1360-1 632 (700-1)
S-13				1300-1½ 579 (600-1½)
CIRCLING				1360-1¾ 632 (700-1¾)
S-13				1400-2¼ 672 (700-2¼)
CIRCLING				1400-2½ 672 (700-2½)
MIRL Rwy 13-31				0
REIL Rwy 13 and 31				0

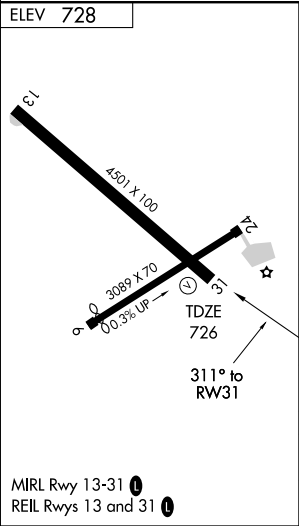
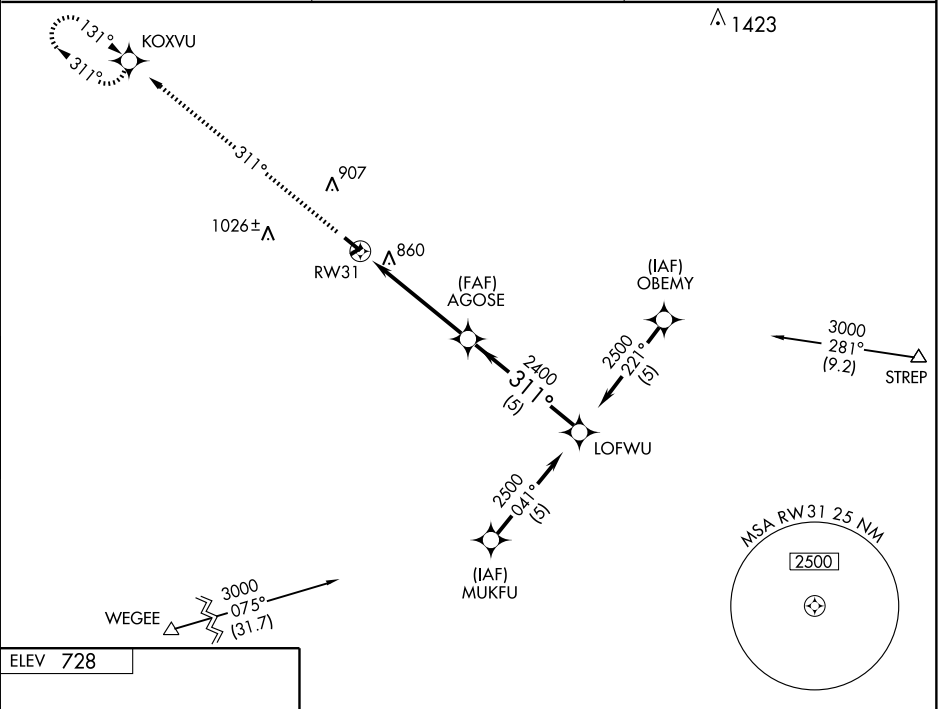
APP CRS	Rwy Idg	4501
311°	TDZE	726
	Apt Elev	728

GPS RWY 31

BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

NA	Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2500 via 311° course to KOXVU WP and hold.
----	---	--

AWOS-3 119.125	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF)
-------------------	---------------------------------------	------------------------



2500

↑

course

311°

KOXVU

✧

AGOSE

✖

2400

311°

LOFWU

2500

Procedure Turn NA

RW31

5 NM

5 NM

CATEGORY	A	B	C	D
S-31	1160-1	434 (500-1)	1160-1½ 434 (500-1½)	1160-1½ 434 (500-1½)
CIRCLING	1220-1	492 (500-1)	1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1	574 (600-1)	1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1	632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2¼ 674 (700-2¼)

VORTAC OOM  
**110.2**  
Chan **39**

APP CRS  
**159°**

Rwy Idg  
TDZE  
Apt Elev

**4501**  
**721**  
**728**

VOR/DME RWY 13

BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

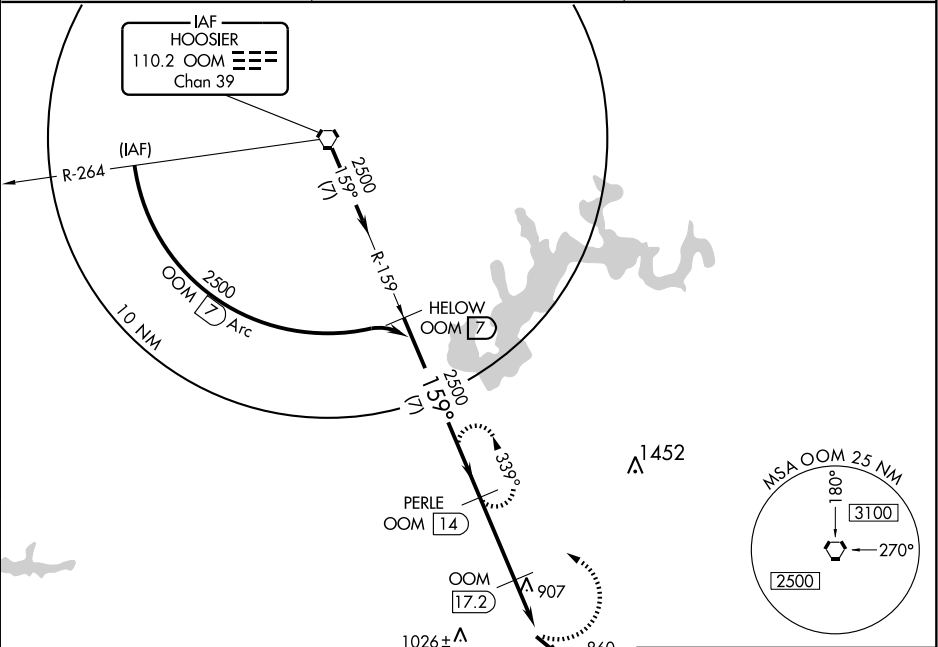
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3  
**119.125**

INDIANAPOLIS CENTER  
**124.775 269.45**

UNICOM  
**122.8 (CTAF) 0**



<div>HELOW OOM 7</div> <div>PERLE OOM 14</div> <div>2500</div> <div>Procedure Turn NA</div> <div>* 1440 when using Indianapolis Intl altimeter setting.</div> <div>7 NM</div> <div>3.2 NM</div> <div>2.2 NM</div> <div>2500</div> <div>OOM R-159 110.2</div> <div>PERLE OOM 14</div> <div>OOM 17.2</div> <div>OOM 19.4</div> <div>* 1300</div>				
CATEGORY	A	B	C	D
S-13	1160-1	439 (500-1)	1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1	492 (500-1)	1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1	579 (600-1)	1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1	632 (700-1)	1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

ELEV 728

159° 5.4 NM from FAF

TDZE 721

4501 x 100

3089 x 70

00.3% UP

31

☆

MIRL Rwy 13-31 0

REIL Rwy 13 and 31 0





# AIRPORT DIAGRAM

AL-5168 (FAA)

BLOOMINGTON / MONROE COUNTY (BMG)  
BLOOMINGTON, INDIANA

ASOS  
110.2  
BLOOMINGTON TOWER\*  
120.775  
GND CON  
121.9

FIELD  
ELEV  
846

L1

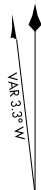
A1

39°09.5'N

174.9°

A

A2



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

A3

A3

39°09.0'N

6500 X 150

A

913

CONTROL  
TOWER  
917

A5

RWY 6-24  
S35, D50  
RWY 17-35  
S68, D121, ST160, DT169

ELEV  
841

B

B1

A2

39°08.5'N

LAHSO

ELEV  
35

837

CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

354.9°

244.9°

3798 X 100

B

B3

C

064.9°

ELEV  
832


86°37.5'W

86°37.0'W

86°36.5'W

# ILS or LOC/DME RWY 35

## BLOOMINGTON / MONROE COUNTY (BMG)

<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.</p>
--	---

[illegible]

ELEV 846

MIRL Rwy 6-24

HIRL Rwy 17-35

REIL Rws 6, 17 and 24

FAF to MAP 5 NM

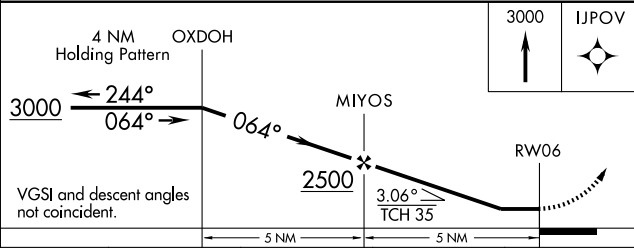
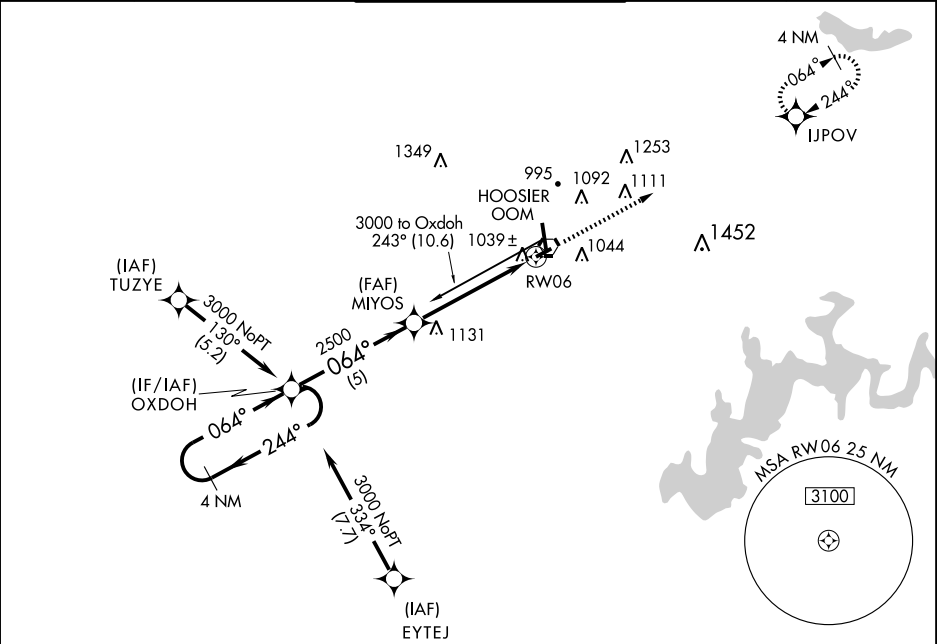
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS	Rwy Idg	3494
064°	TDZE	841
	Apt Elev	846

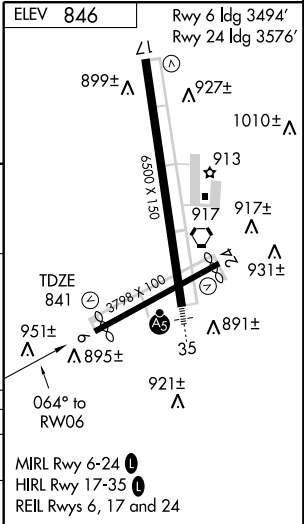
RNAV (GPS) RWY 6  
BLOOMINGTON / MONROE COUNTY (BMG)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct IJPOV WP and hold.
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ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	1300-1 459 (500-1)		1300-1½ 459 (500-1½)	1300-1½ 459 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)



WAAS CH <b>56412</b> <b>W17A</b>	APP CRS <b>174°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>845</b> <b>845</b>
--	------------------------	-----------------------------	---

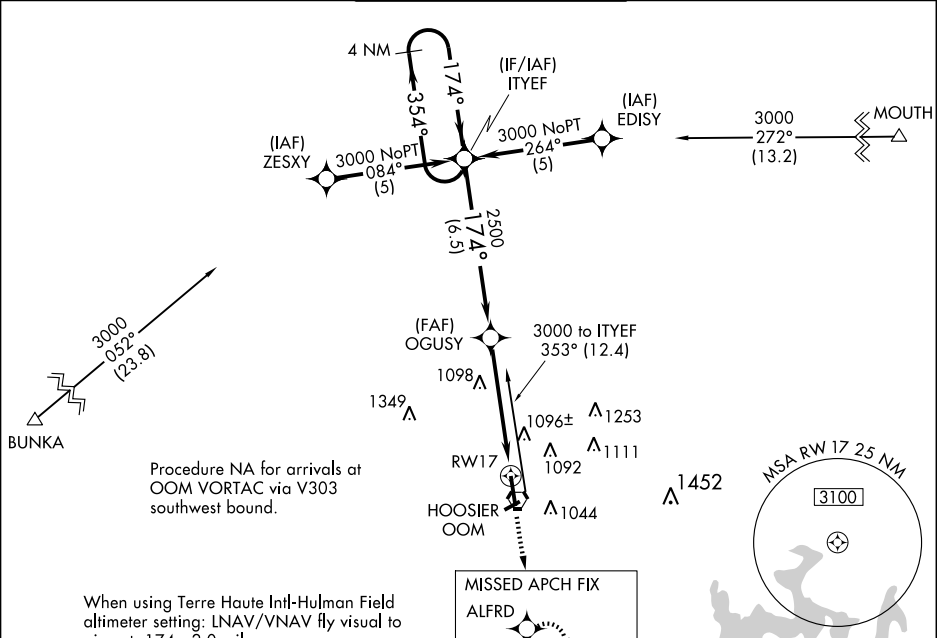
**RNAV (GPS) RWY 17**  
BLOOMINGTON / MONROE COUNTY (BMG)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat C visibility ½ mile, LNAV/VNAV Cat D and Circling D visibility ¼ mile.

**▲**

**MISSED APPROACH:**  
Climb to 3000 direct ALFRD and hold.

ASOS <b>110.2</b>	HULMAN APP CON * <b>128.025 339.8</b>	BLOOMINGTON TOWER * <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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When using Terre Haute Intl-Hulman Field altimeter setting: LNAV/VNAV fly visual to airport, 174 - 2.0 miles.				
4 NM Holding Pattern				
3000 ← 354° 174° →				
GS 3.00° TCH 40				
2500				
6.5 NM 3.4 NM 1.6 NM				
CATEGORY	A	B	C	D
LPV DA	1229-1¼		384 (400-1¼)	
LNAV/VNAV DA	1404-2		559 (600-2)	
LNAV MDA	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-1¾ 555 (600-1¾)
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-2 555 (600-2)

ELEV 845

174° to RWY 17

TDZE 845

899±

927±

1010±

913

917±

931±

951±

895±

921±

35

3798 x 100

051 x 0059

MIRL Rwy 6-24

HIRL Rwy 17-35

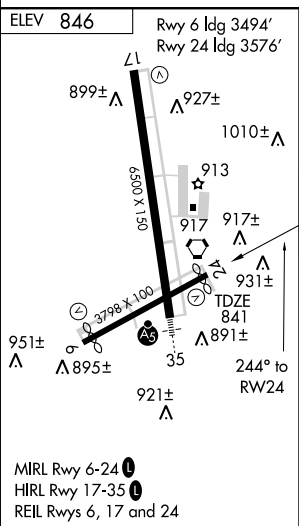
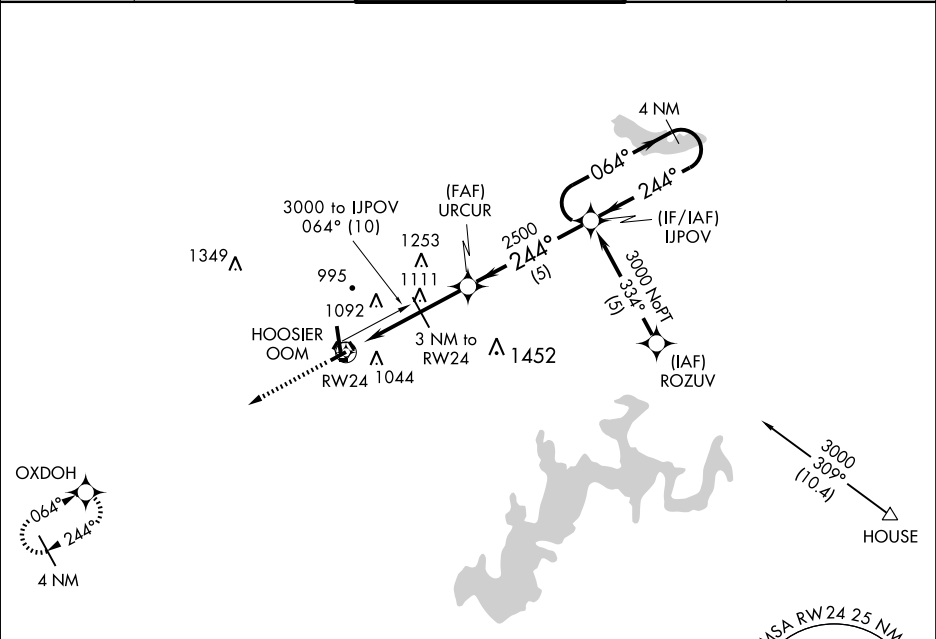
REIL Rws 6, 17 and 24

APP CRS <b>244°</b>	Rwy Idg TDZE Apt Elev	<b>3576</b> <b>841</b> <b>846</b>
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**RNAV (GPS) RWY 24**  
BLOOMINGTON / MONROE COUNTY (BMG)

 <b>NA</b>	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.		
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ASOS <b>110.2</b>	HULMAN APP CON ★ <b>128.025 339.8</b>	BLOOMINGTON TOWER ★ <b>120.775 (CTAF) 0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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3000 ↑	OXDOH ✦	IJPOV 4 NM Holding Pattern			

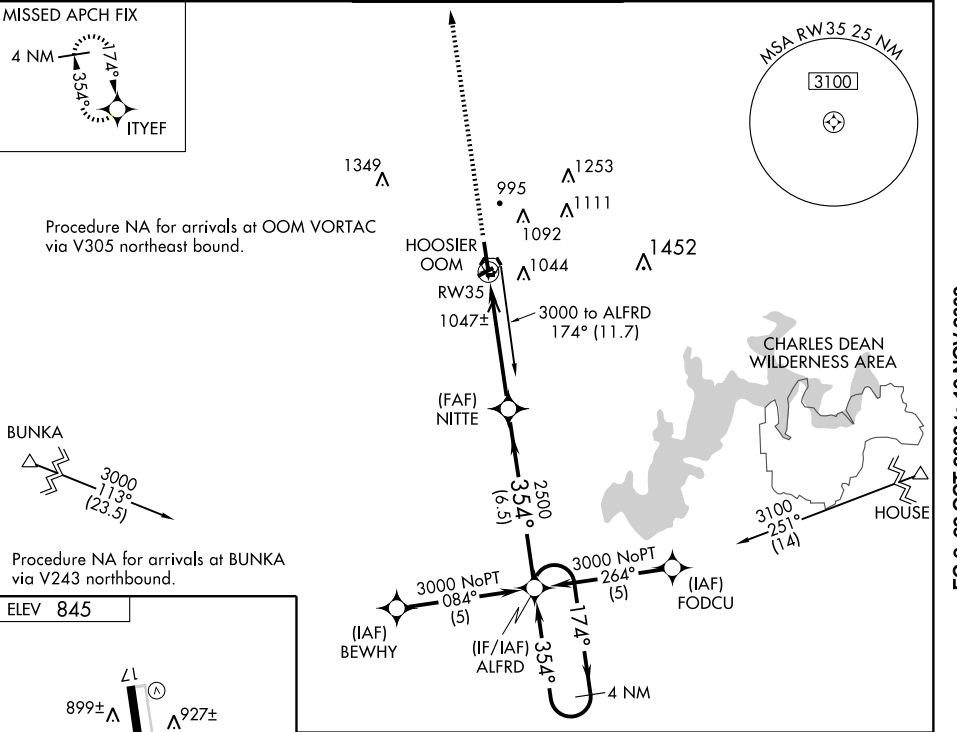
WAAS CH <b>72812</b> <b>W35A</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>844</b> <b>845</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ITYEF and hold.

ASOS <b>110.2</b>	HULMAN APP CON★ <b>128.025 339.8</b>	BLOOMINGTON TOWER★ <b>120.775</b> (CTAF) <b>0</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 845

\*LNAV only

\*1.3 NM to RW35

4 NM Holding Pattern

CATEGORY	A	B	C	D
LPV DA	1044-½		200 (200-½)	
LNAV/VNAV DA	1344-1¼		500 (500-1¼)	
LNAV MDA	1300-½	456 (500-½)	1300-¾ 456 (500-¾)	1300-1 456 (500-1)
CIRCLING	1380-1 535 (600-1)	1400-1 555 (600-1)	1400-½ 555 (600-½)	1400-2 555 (600-2)

MIRL Rwy 6-24

HIRL Rwy 17-35

REIL Rwy 6, 17 and 24

EC-2: 22 OCT 2009 to 19 NOV 2009

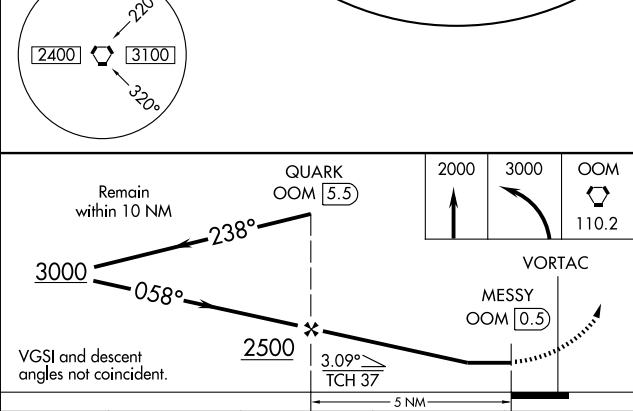
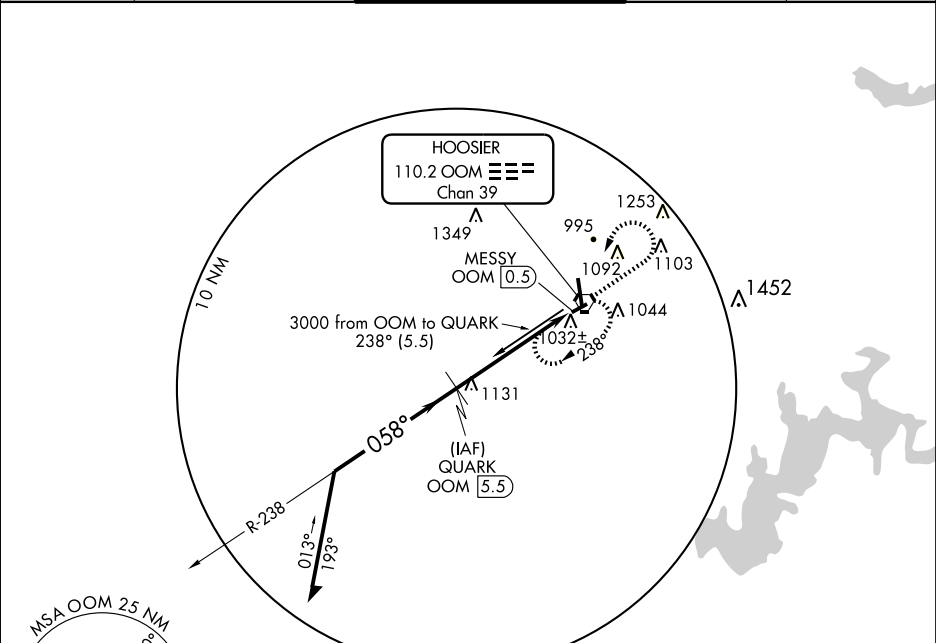
VORTAC OOM	APP CRS	Rwy Idg	3494
110.2	058°	TDZE	840
Chan 39		Apt Elev	846

VOR/DME RWY 6

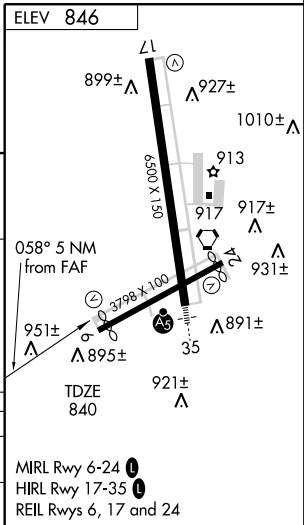
BLOOMINGTON / MONROE COUNTY (BMG)

<p>▼ ▲</p> <p>Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C, D and circling Cat D visibility ¼ mile, and circling Cat C visibility ½ mile.</p>	<p>MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OOM VORTAC and hold.</p>
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ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-6	1300-1	460 (500-1)	1300-1¼ 460 (500-1¼)	1300-1½ 460 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)





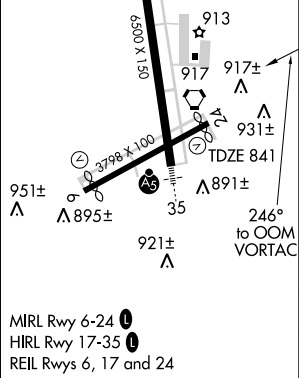
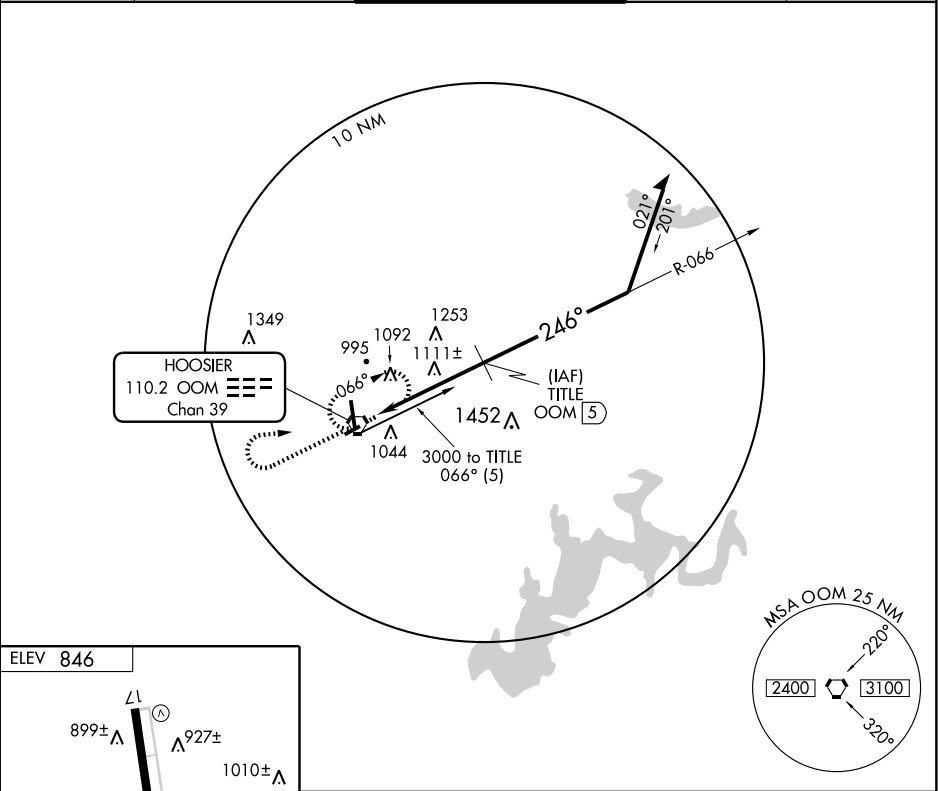
VORTAC OOM	APP CRS	Rwy Idg	3576
110.2	246°	TDZE	841
Chan 39		Apt Elev	846

VOR/DME RWY 24

BLOOMINGTON / MONROE COUNTY (BMG)

<div>▼</div> <div>▲</div>	Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-24 Cat C, D and circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile.	MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.
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ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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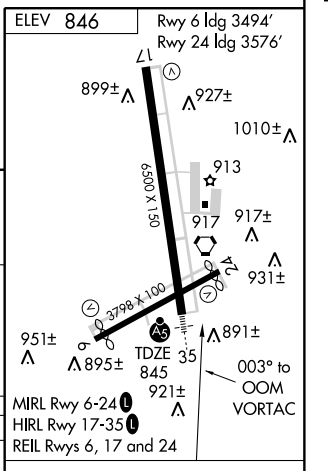
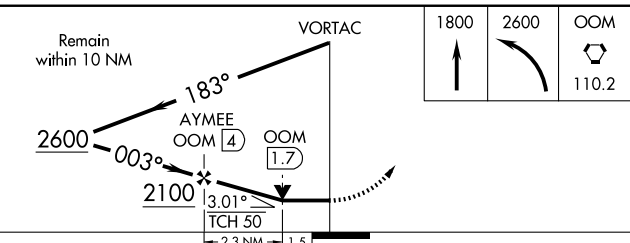
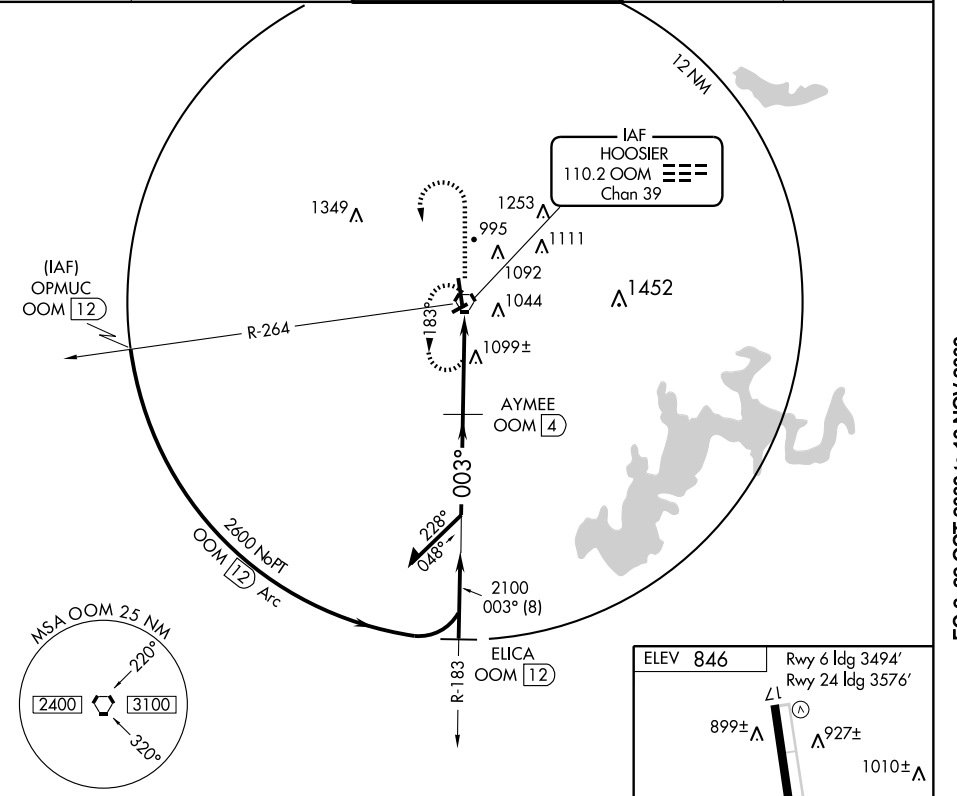
2000	3000	OOM 110.2	TITLE OOM [5]	Remain within 10 NM
		066°		
		246°		
VORTAC		3000		
5 NM		2500		
3.06° TCH 40		VGSI and descent angles not coincident.		
CATEGORY	A	B	C	D
S-24	1420-1 579 (600-1)		1420-1½ 579 (600-1½)	1420-1¾ 579 (600-1¾)
CIRCLING	1420-1 574 (600-1)		1420-1½ 574 (600-1½)	1420-2 574 (600-2)

VORTAC OOM	APP CRS	Rwy ldg	6500
110.2	003°	TDZE	845
Chan 39		Apt Elev	846



MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct OOM VORTAC and hold.

ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-35	1360-½	515 (600-½)	1360-1	1360-1¼	Min:Sec					
			515 (600-1)	515 (600-1¼)						
CIRCLING	1380-1	1400-1	1400-1½	1400-2						
	534 (600-1)	554 (600-1)	554 (600-1½)	554 (600-2)						

VOR RWY 17

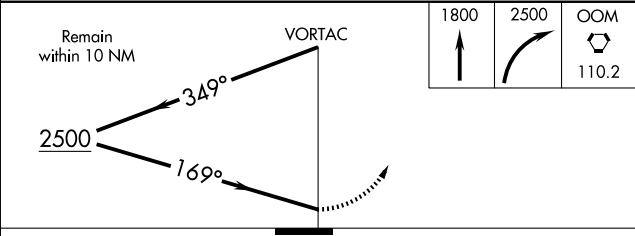
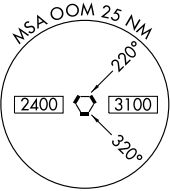
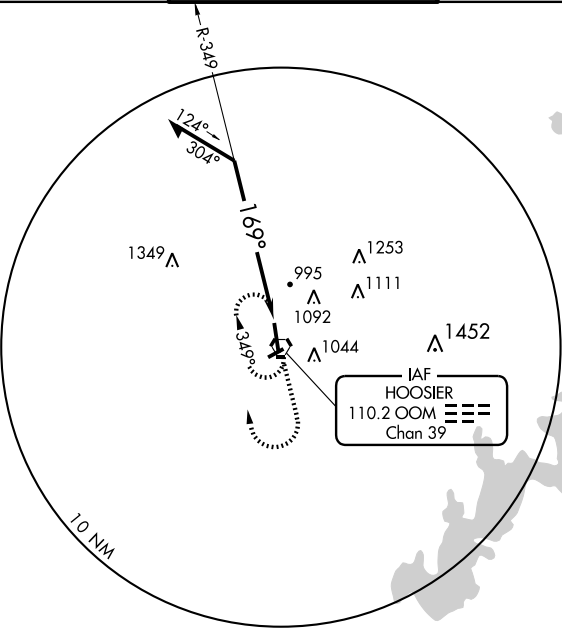
BLOOMINGTON / MONROE COUNTY (BMG)

VORTAC OOM	APP CRS	Rwy Idg	6500
110.2	169°	TDZE	846
Chan 39		Apt Elev	846

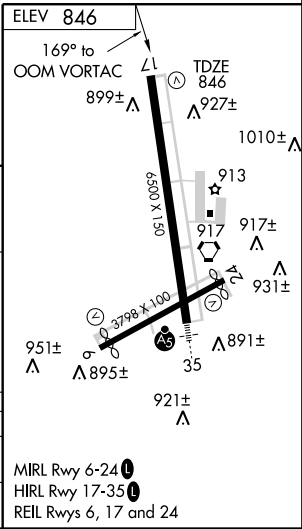


MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS 110.2	HULMAN APP CON ★ 128.025 339.8	BLOOMINGTON TOWER ★ 120.775 (CTAF) 0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-17	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)
CIRCLING	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)



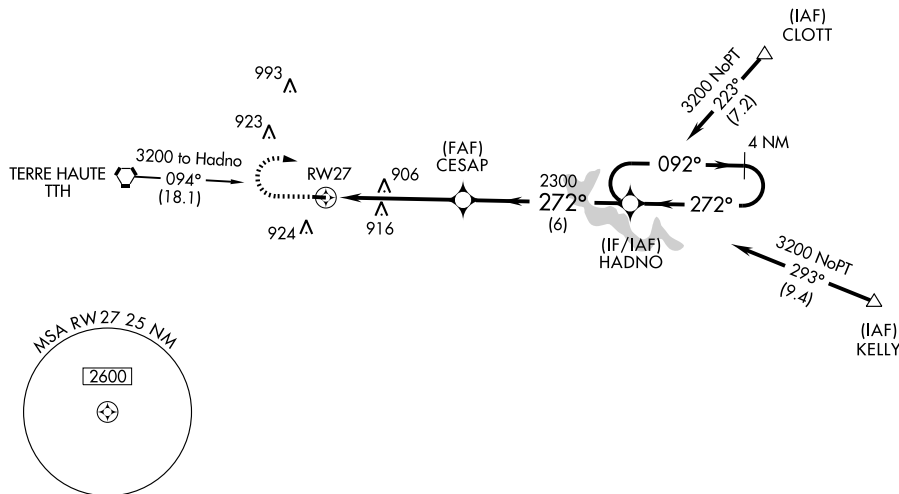
MIRL Rwy 6-24 0  
HIRL Rwy 17-35 0  
REIL Rwy 6, 17 and 24

APP CRS <b>272°</b>	Rwy Idg TDZE Apt Elev	<b>2499</b> <b>645</b> <b>645</b>
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RNAV (GPS) RWY 27  
BRAZIL CLAY COUNTY (ØI2)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.
NA Use Terre Haute altimeter setting.	

HULMAN APP CON ★ <b>125.45 339.8</b>	UNICOM <b>122.8</b> (CTAF)
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ELEV **645**

Rwy 9 Idg 2321'  
Rwy 27 Idg 2499'

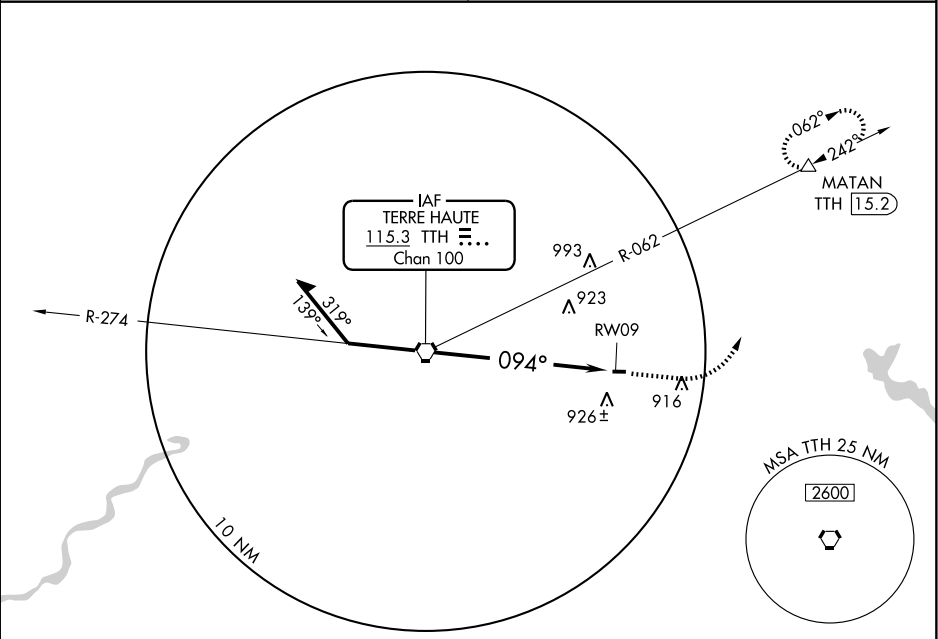
LURL Rwy 9-27

1349 Λ				
CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)	NA		
CIRCLING	1240-1 595 (600-1)	NA		

VORTAC TTH <b>115.3</b> Chan <b>100</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev <b>2321</b> <b>645</b> <b>645</b>
---	------------------------	--

VOR or GPS RWY 9  
BRAZIL CLAY COUNTY (ØI2)

<div><div>▼</div><div>▲ NA</div></div> <div>Use Terre Haute altimeter setting. Procedure not authorized at night. DME Required.</div>	MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.
HULMAN APP CON ★ <b>125.45 339.8</b>	UNICOM <b>122.8</b> (CTAF)



ELEV **645**

Rwy 9 Idg 2321'  
Rwy 27 Idg 2499'

Remain within 5 NM

VORTAC

2000

2700

MATAN

2500

094°

274°

27

TDZE 645

2941 X 40

0.5% UP

RW09 TTH **6.8**

094° 6.8 NM from FAF

6.8 NM

CATEGORY	A	B	C	D
S-9	1300-1 655 (700-1)		NA	
CIRCLING	1360-1 715 (800-1)		NA	

LIRL Rwy 9-27

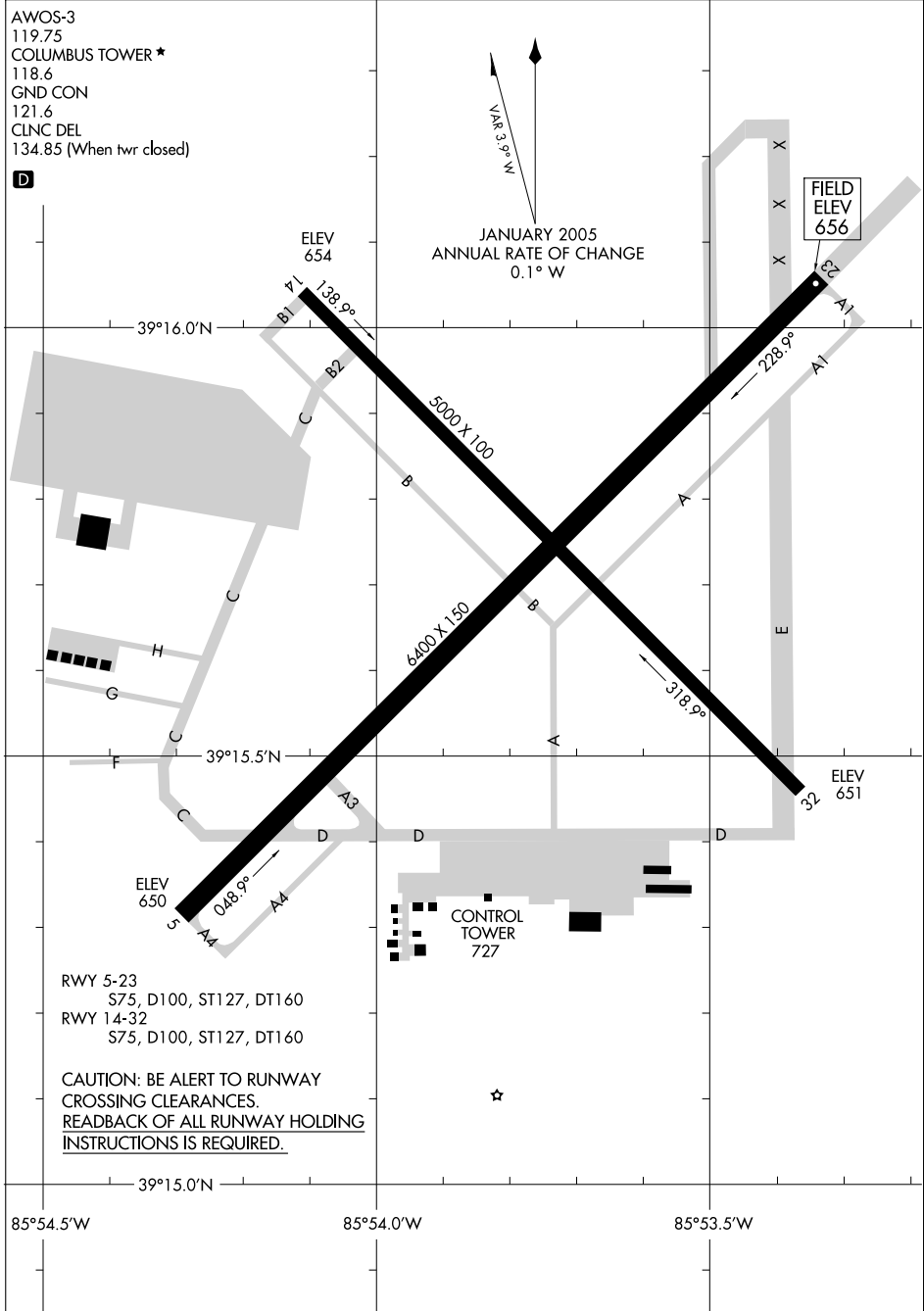
FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

# AIRPORT DIAGRAM

AL-594 (FAA)

COLUMBUS MUNI (BAK)  
COLUMBUS, INDIANA



EC-2, 22 OCT 2009 to 19 NOV 2009

RWY 5-23  
S75, D100, ST127, DT160  
RWY 14-32  
S75, D100, ST127, DT160

CAUTION: BE ALERT TO RUNWAY  
CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

LOC I-BAK	APP CRS	Rwy Idg	<b>6400</b>
<b><u>110.7</u></b>	<b>228°</b>	TDZE	<b>656</b>
		Apt Elev	<b>656</b>

**A** When local altimeter not received, use Indianapolis Intl altimeter setting.

MALSR

**MISSED APPROACH:** Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.

AWOS-3	INDIANAPOLIS APP CON
119.75	134.85 317.8

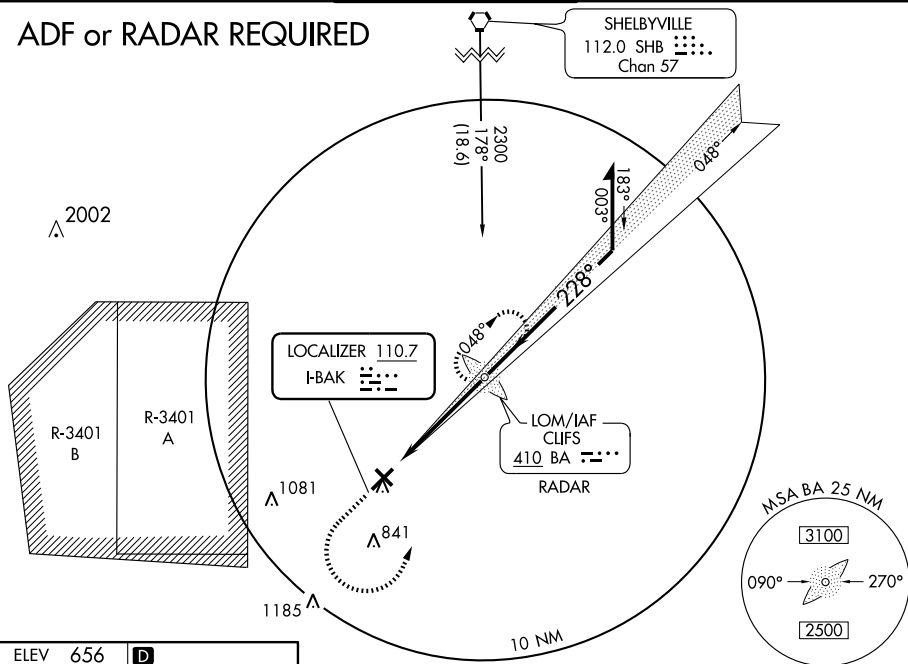
COLUMBUS TOWER ★  
118.6 (CTAF) ①

GND CON  
**121.6**

CLNC DEL  
**134.85**

UNICOM  
122.95

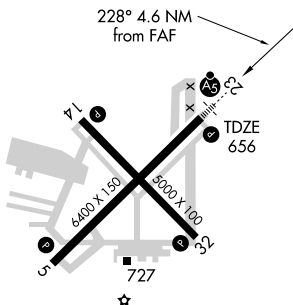
## ADF or RADAR REQUIRED



ELEV 656

**D**

228° 4.6 NM  
from FAF



MIRL Rwy 14-32  
REIL Rwy 5  
REIL 14 and 32

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

1500	2300	BA 410
------	------	-----------

LOM  
RADAR

within 10 NM

$$28^\circ \leq 2300$$

300                      GS 3.00°  
                                 TCH 51

CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½ 404 (500-½)	1060-¾ 404 (500-¾)		
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)
INDIANAPOLIS INTL. ALTITUDE SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½ 504 (600-½)	1160-1 504 (600-1)		
CIRCLING	1180-1 524 (600-1)	1200-1 544 (600-1)	1240-1½ 584 (600-1½)	1240-2 584 (600-2)

# RNAV (GPS) RWY 5

COLUMBUS MUNI (BAK)

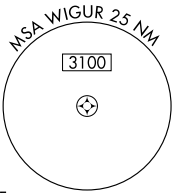
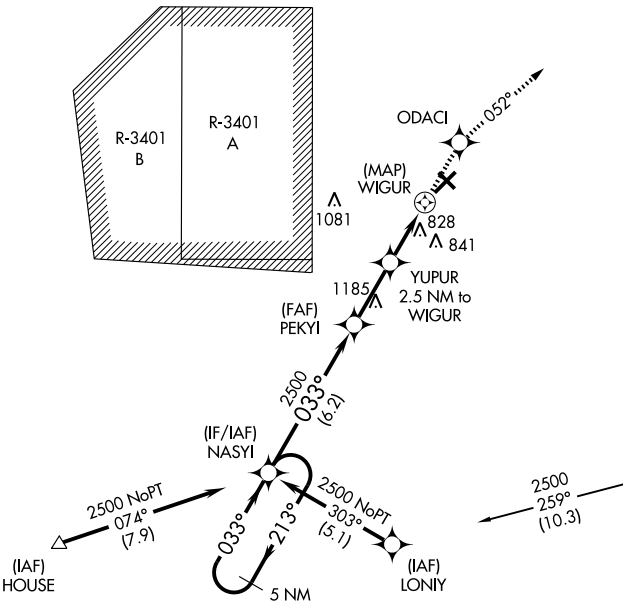
APP CRS	Rwy Idg	6400
033°	TDZE	652
	Apt Elev	656

**▲** If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet.  
VDP NA when using Indianapolis Intl altimeter setting.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ODACI and via 052° track to SEVVO and hold.

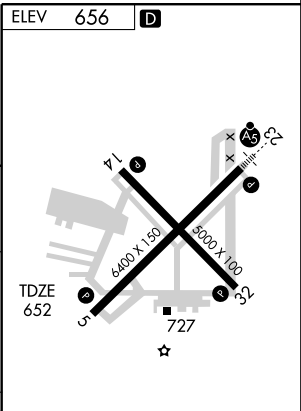
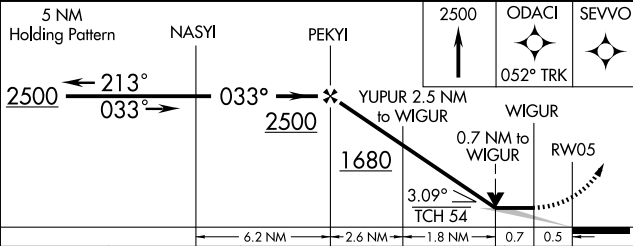
AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) <b>0</b>	121.6	134.85	122.95

▲ 2002



SCARF

ELEV 656 **D**




CATEGORY	A	B	C	D
LNNAV MDA	1080-1	428 (500-1)	1080-1½ 428 (500-1½)	1080-1½ 428 (500-1½)
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

MIRL Rwy 14-32 **0**  
REIL Rwy 5 **0**  
REIL 14 and 32  
HIRL Rwy 5-23 **0**



<p><b>▼</b> When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV Cat C and D visibility 1/2 mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.</p>			<p>MISSED APPROACH: Climb to 2500 direct KUDNE and via 133° track to HUMOX and hold.</p>		
<p>AWOS-3 <b>119.75</b></p>	<p>INDIANAPOLIS APP CON <b>134.85 317.8</b></p>	<p>COLUMBUS TOWER ★ <b>118.6 (CTAF) 0</b></p>	<p>GND CON <b>121.6</b></p>	<p>CLNC DEL <b>134.85</b></p>	<p>UNICOM <b>122.95</b></p>




MSA YAYUY 25 NM  
3100

CATEGORY	A	B	C	D
INAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

WAAS CH <b>90399</b> <b>W23A</b>	APP CRS <b>228°</b>	Rwy Idg TDZE Apt Elev	<b>6400</b> <b>656</b> <b>656</b>
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**▲** If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet.  
VDP NA when using Indianapolis Intl altimeter setting.  
For inoperative MALSR, increase LPV all Cats visibility to  $\frac{3}{4}$  and LNAV Cat D visibility to  $1\frac{1}{4}$ . DME/DME RNP-0.3 NA.

**MALSR**

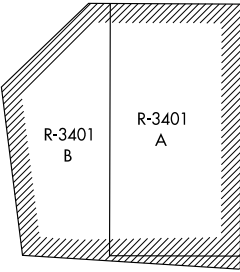


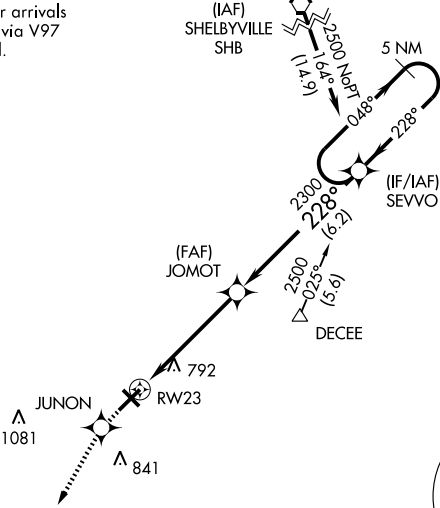
**MISSED APPROACH:** Climb to 2500 direct JUNON and via 213° track to NASYI and hold.

AWOS-3 <b>119.75</b>	INDIANAPOLIS APP CON <b>134.85 317.8</b>	<b>COLUMBUS TOWER ★</b> <b>118.6 (CTAF) 0</b>	GND CON <b>121.6</b>	CLNC DEL <b>134.85</b>	UNICOM <b>122.95</b>
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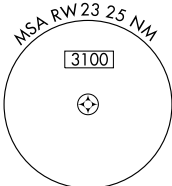
Procedure NA for arrivals at SHB VORTAC via V97 Northwest bound.

**▲ 2002**







**MSA RW23 25 NM**




**MISSED APCH FIX**




**2500**



**JUNON**




**NASYI**




**213° TRK**

**JOMOT**



**SEVVO**



**048°**

**228°**

**2500**

**5 NM Holding Pattern**

**GS 3.00°**

**TCH 51**

**2300**

**\* LNAV only**

**1.1**

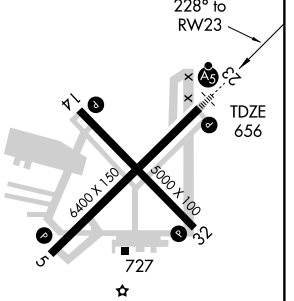
**3.8 NM**

**6.2 NM**

CATEGORY	A	B	C	D
LPV DA	906-½ 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	1060-1 404 (500-1)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

**ELEV 656**

**D**



**MIRL Rwy 14-32 0**

**REIL Rwy 5 0**

**REIL 14 and 32**

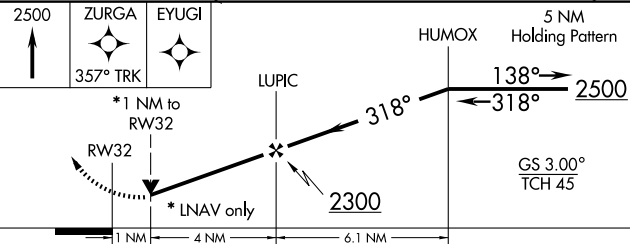
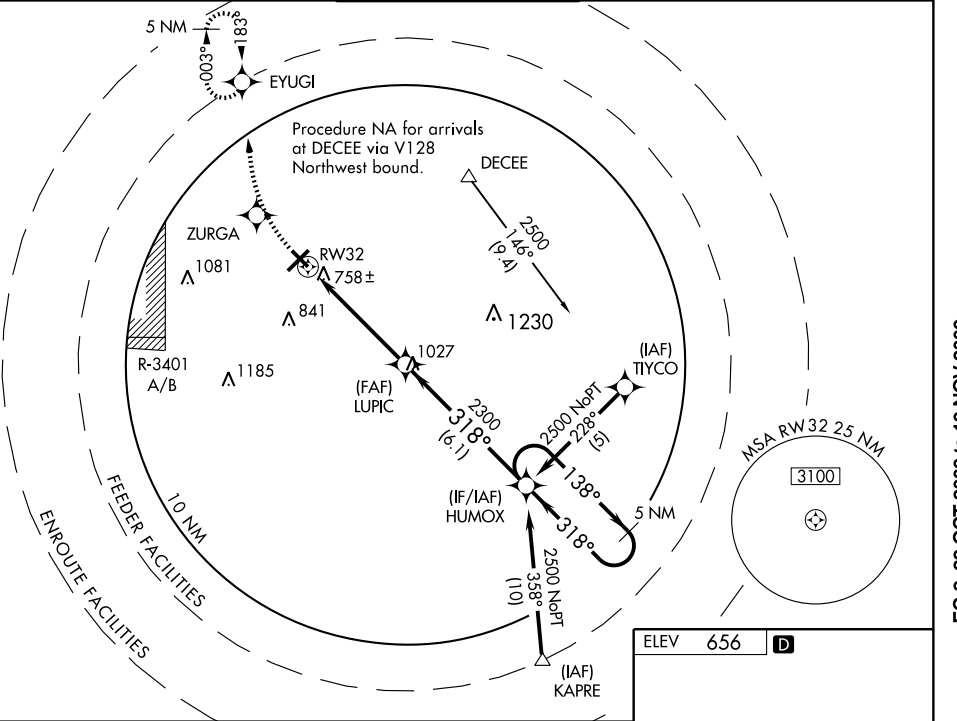
**HIRL Rwy 5-23 0**

▲

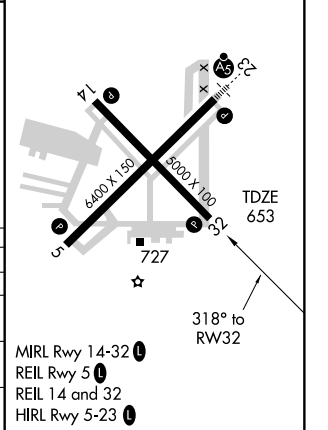
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) 0	121.6	134.85	122.95



CATEGORY	A	B	C	D
LPV DA	1016-1¼ 363 (400-1¼)			
RNAV/VNAV DA	1057-1½ 404 (500-1½)			
RNAV MDA	1020-1 367 (400-1)		1020-1¼ 367 (400-1¼)	
CIRCLING	1060-1½ 404 (500-1½)	1120-1½ 464 (500-1½)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



LOC I-SQK  
**108.35**

APP CRS  
185°

Rwy Idg	<b>6500</b>
TDZE	<b>867</b>
Apt Elev	<b>867</b>

ILS RWY 18  
CONNERSVILLE / METTEL FIELD (CEV)

<b>T</b>	Obtain local altimeter setting on CTAF; when
<b>A NA</b>	not received, use Dayton altimeter setting.

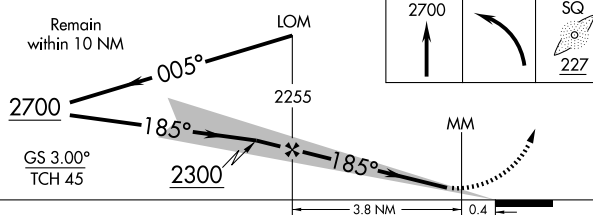
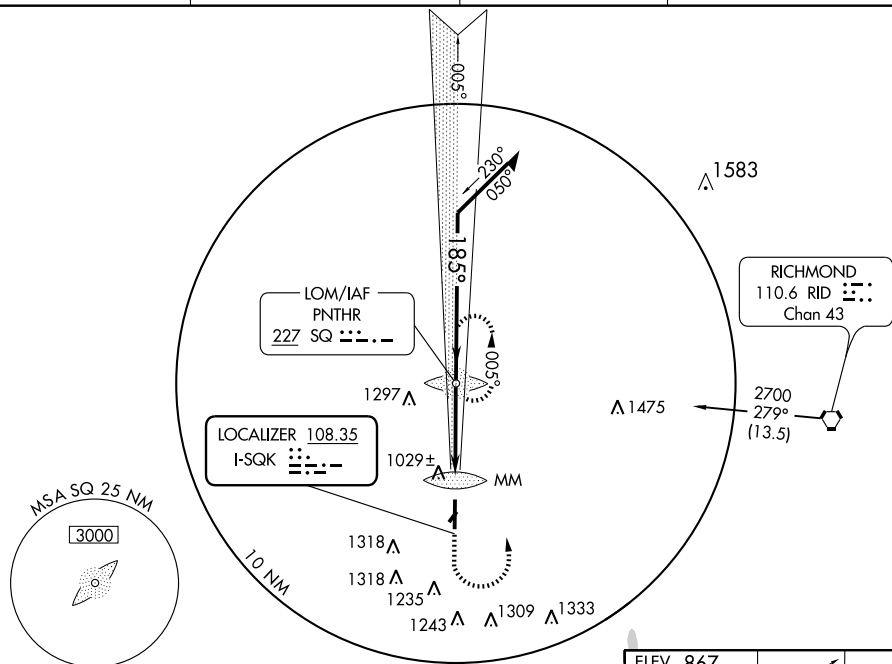


**MISSED APPROACH:** Climb to 2700, then left turn direct SQ LOM and hold.

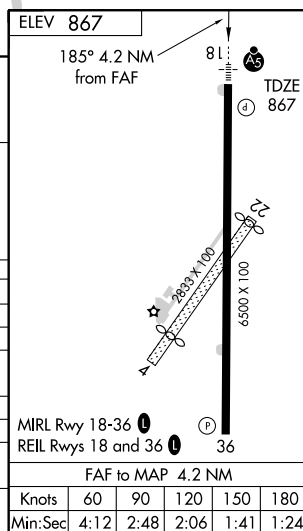
AWOS-3  
118.325

DAYTON APP CON	
134.45	352.05

GCO  
121.725

UNICOM  
122.8 (CTAF) 

CATEGORY	A	B	C	D
S-ILS 18	1067- $\frac{1}{2}$		200 (200- $\frac{1}{2}$ )	
S-LOC 18	1280- $\frac{1}{2}$	413 (500- $\frac{1}{2}$ )	1280- $\frac{3}{4}$	413 (500- $\frac{3}{4}$ )
CIRCLING	1420-1	553 (600-1)	1440-1 $\frac{1}{2}$ 573 (600-1 $\frac{1}{2}$ )	1680-2 $\frac{3}{4}$ 813 (900-2 $\frac{3}{4}$ )
DAYTON ALTIMETER SETTING MINIMUMS				
S-ILS 18	1188- $\frac{1}{2}$		321 (400- $\frac{1}{2}$ )	
S-LOC 18	1400- $\frac{1}{2}$	533 (600- $\frac{1}{2}$ )	1400-1 533 (600-1)	1400-1 $\frac{1}{4}$ 533 (600-1 $\frac{1}{4}$ )
CIRCLING	1540-1	673 (700-1)	1560-2 693 (700-2)	1800-3 933 (1000-3)



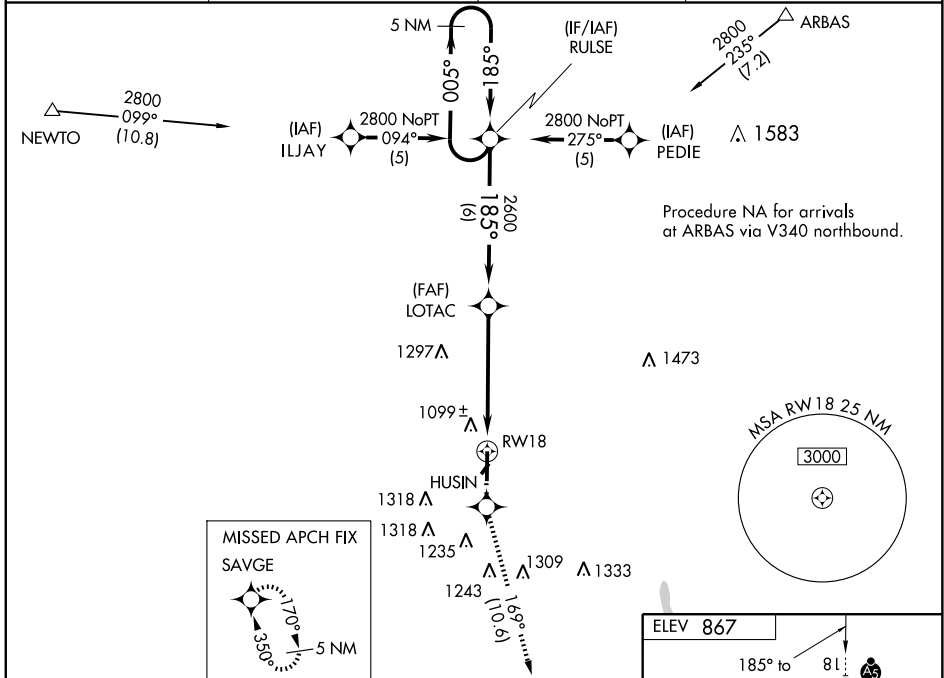
WAAS CH <b>93699</b> <b>W18A</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>867</b> <b>867</b>
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# RNAV (GPS) RWY 18

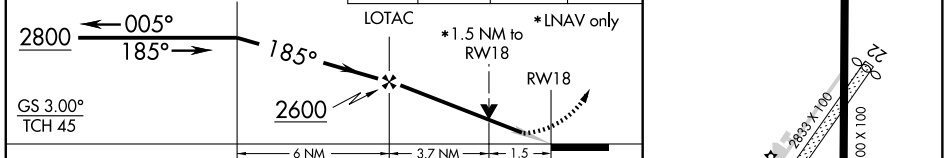
CONNERSVILLE / METTEL FIELD (CEV)

<p><b>▼</b> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all DAs/MDAs 140 feet. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl, OH altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to <math>\frac{3}{4}</math> mile.</p> <p><b>▲ NA</b></p>	<p><b>MALSR</b></p> <p><b>AS</b></p> <p><b>MISSED APPROACH:</b> Climb to 2600 direct HUSIN and via 169° track to SAVGE and hold.</p>
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AWOS-3 <b>118.325</b>	DAYTON APP CON <b>134.45 352.05</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF)</b>
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5 NM Holding Pattern	VGSI and RNAV glidepath not coincident.	2600	HUSIN	169° track	SAVGE
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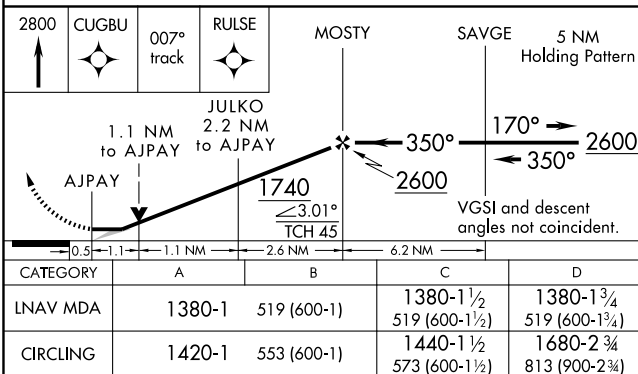
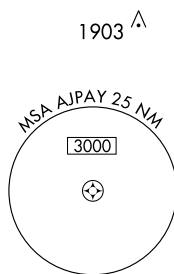


CATEGORY	A	B	C	D
LPV DA	1117 - $\frac{1}{2}$	250 (300- $\frac{1}{2}$ )		
LNAV/VNAV DA	1427 - $1\frac{1}{2}$	560 (600- $1\frac{1}{2}$ )		
LNAV MDA	1360 - $\frac{1}{2}$	493 (500- $\frac{1}{2}$ )	1360 - $\frac{3}{4}$ 493 (500- $\frac{3}{4}$ )	1360 - 1 493 (500-1)
CIRCLING	1440 - 2	573 (600-2)		1680 - $2\frac{3}{4}$ 813 (900- $2\frac{3}{4}$ )

REIL Rwy 18 and 36  
MIRL Rwy 18-36

6500  
861  
867

**MISSED APPROACH:** Climb to 2800  
direct CUGBU and via 007° track to  
RULSE and hold.

UNICOM  
122.8 (CTAF) 

EC-2, 22 OCT 2009 to 19 NOV 2009

REIL Rwy 18 and 36 **L**  
MIRL Rwy 18-36 **L**

▼

▲

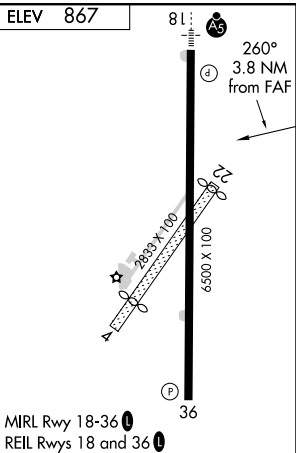
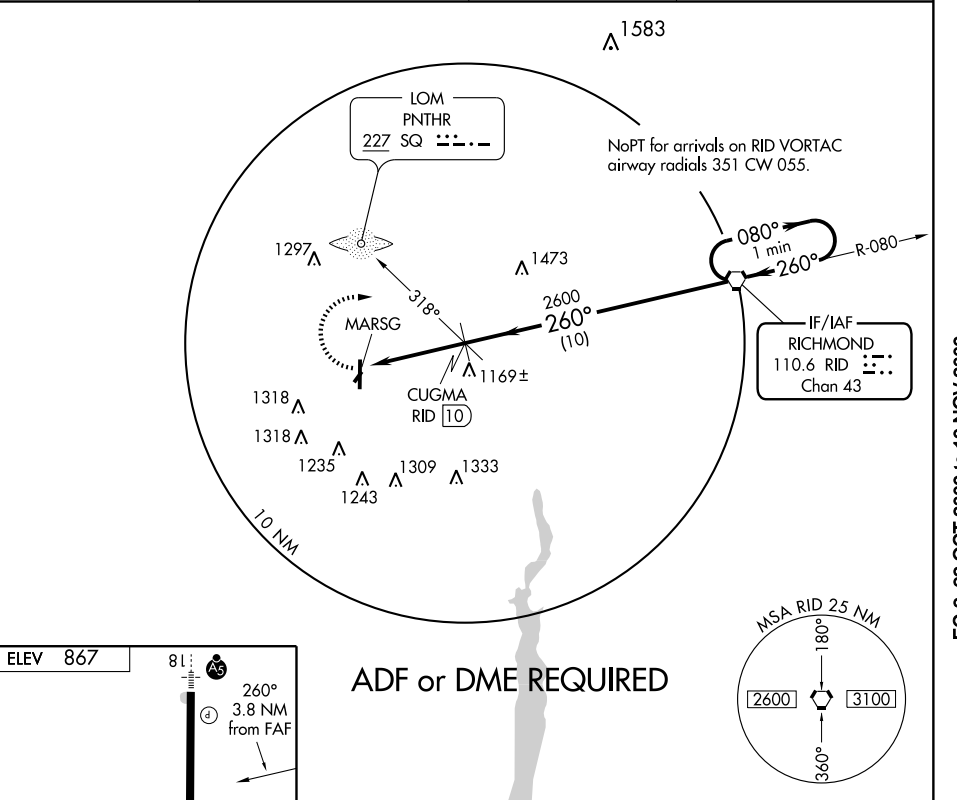
VORTAC RID

NA

If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climbing right turn to 2700 direct RID VORTAC and hold.

AWOS-3 118.325	DAYTON APP CON 134.45 352.05	GCO 121.725	UNICOM 122.8 (CTAF) 0
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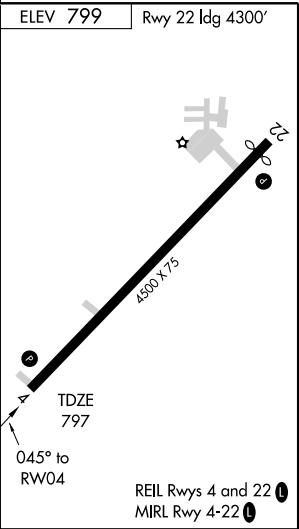
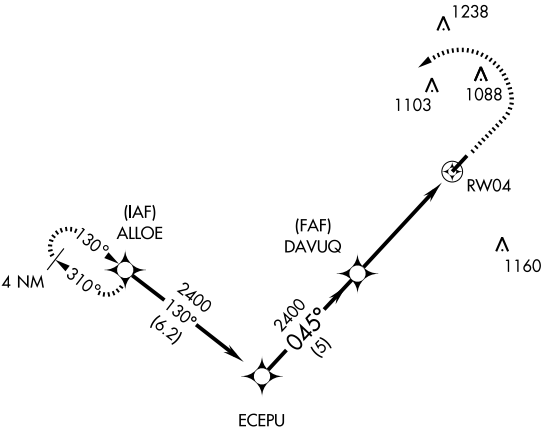


FAF to MAP 3.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1420-1	553 (600-1)	1440-1 ½ 573 (600-1 ½)	1680-2 ¾ 813 (900-2 ¾)
Min:Sec	3:48	2:32	1:54	1:31	1:16					

APP CRS	Rwy Idg	4500
045°	TDZE	797
	Apt Elev	799

GPS RWY 4  
CRAWFORDSVILLE MUNI (CFJ)

NA Use Indianapolis Intl altimeter setting.	MISSED APPROACH: Climb to 2000 then left climbing turn to 2400 direct ALLOE WP and hold.
INDIANAPOLIS APP CON 119.05 317.8	UNICOM 122.8 (CTAF)




	ECEPU	DAVUQ	2000	2400	ALLOE
	2400	045°	2400		
Procedure Turn NA					
	5 NM	5 NM			
CATEGORY	A	B	C	D	
S-4	1280-1	483 (500-1)	1280-1¼ 483 (500-1¼)	1280-1½ 483 (500-1½)	
CIRCLING	1320-1	521 (600-1)	1320-1½ 521 (600-1½)	1360-2 561 (600-2)	

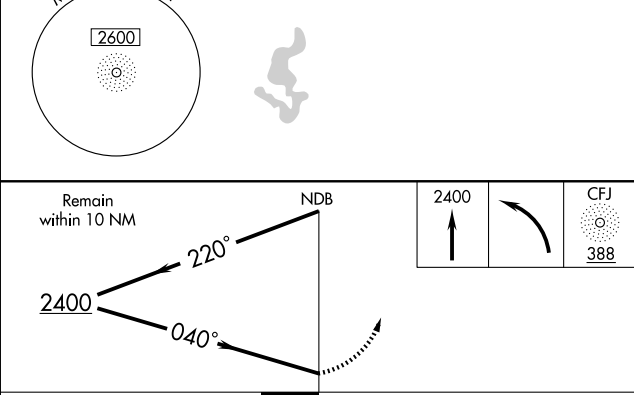
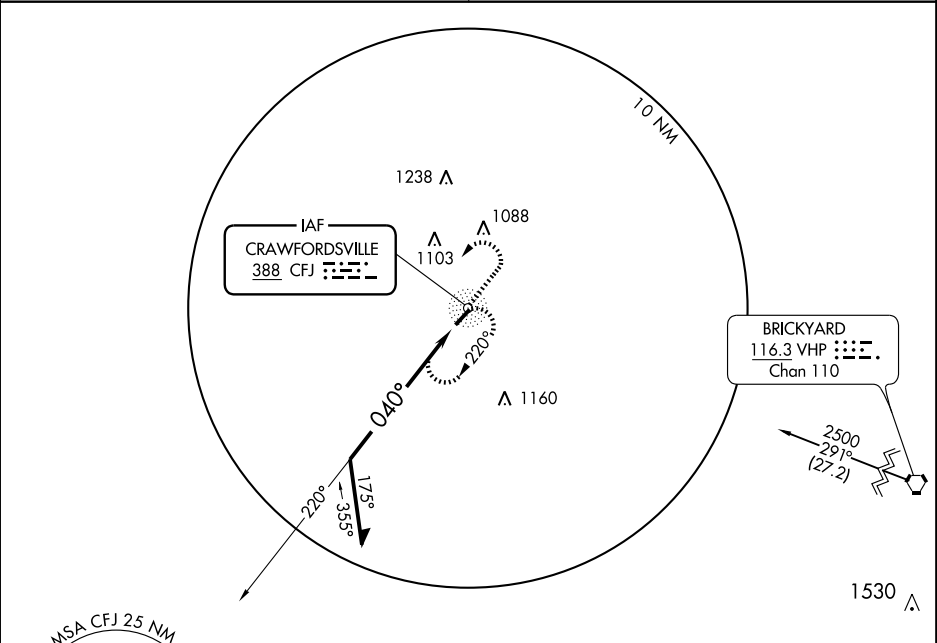


NDB RWY 4

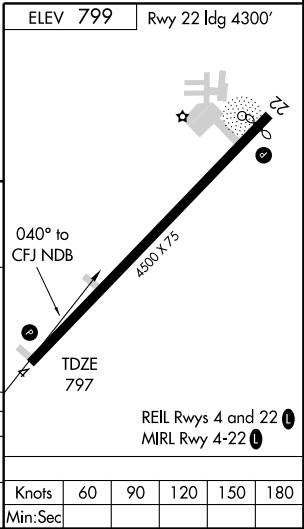
CRAWFORDSVILLE MUNI (CFJ)

NDB	CFJ	APP CRS	Rwy Idg	4500
<u>388</u>		<u>040°</u>	TDZE	797
			Apt Elev	799

<div>▲ NA</div> <div>Use Indianapolis Intl altimeter setting.</div>	<div>MISSED APPROACH: Climb to 2400 then left turn</div> <div>direct CFJ NDB and hold.</div>
<div>INDIANAPOLIS APP CON</div> <div>119.05 317.8</div>	<div>UNICOM</div> <div>122.8 (CTAF) </div>



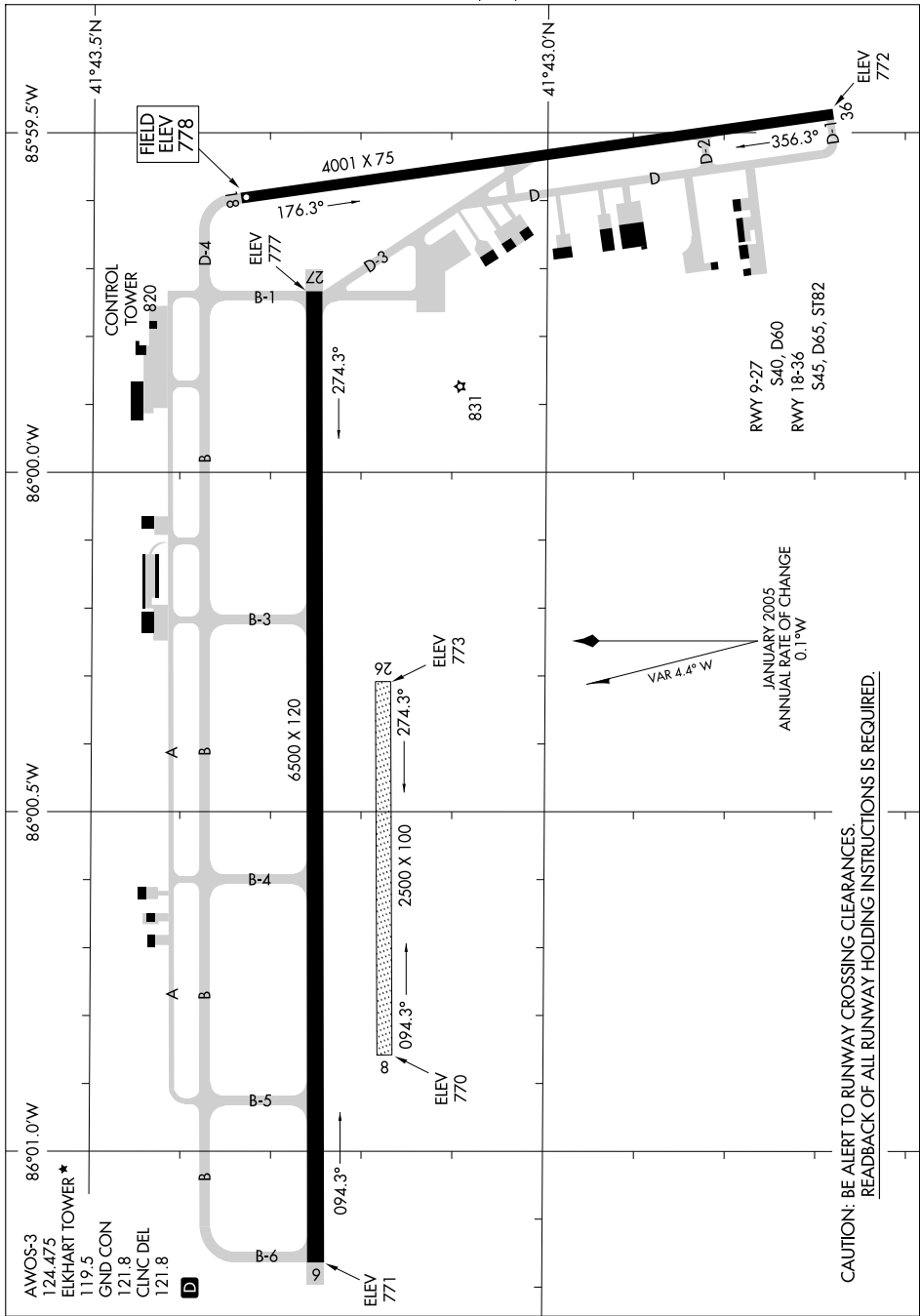
CATEGORY	A	B	C	D
S-4	1400-1 603 (700-1)		1400-1¾ 603 (700-1¾)	1400-2 603 (700-2)
CIRCLING	1400-1 601 (700-1)		1400-1¾ 601 (700-1¾)	1400-2 601 (700-2)



# AIRPORT DIAGRAM

AL-5287 (FAA)

ELKHART HART (EKM)  
ELKHART, INDIANA



EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-OUF	APP CRS	Rwy Idg	6500
111.5	274°	TDZE	777
		Apt Elev	778

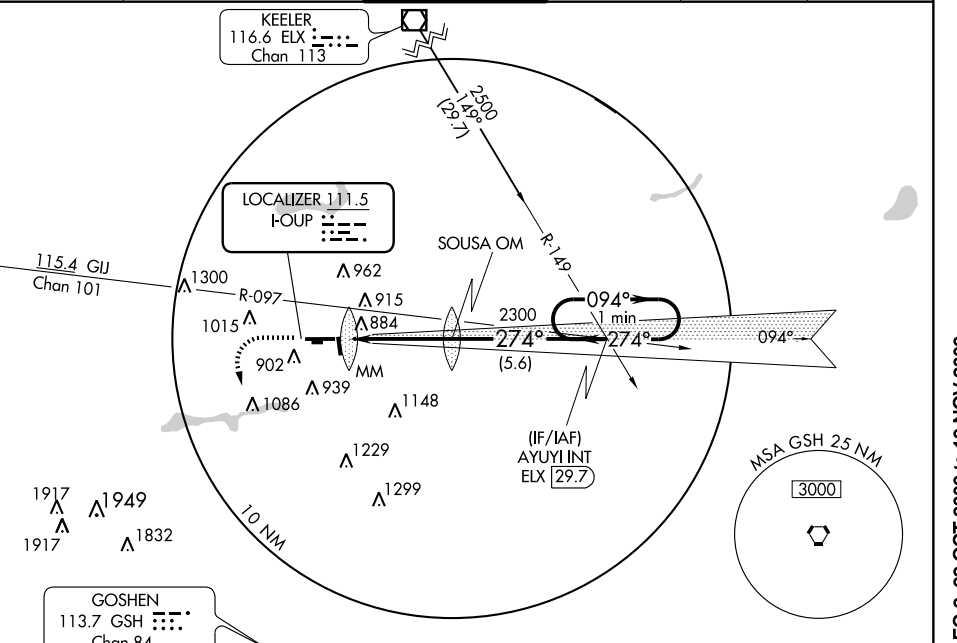
If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.

\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MAISR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON *	ELKHART TOWER *	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) 0	121.8	121.8	122.95



1500 2500 GSH 113.7

CATEGORY	A	B	C	D
S-ILS 27	* 977/24 200 (200-½)			
S-LOC 27	1180/24 403 (500-½)	1180/40 403 (500-¾)		
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

ELEV 778 D

MIRA Rwy 18-36	1	843 ±
HIRL Rwy 9-27	1	
REIL Rwy 9, 18 and 36	1	

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

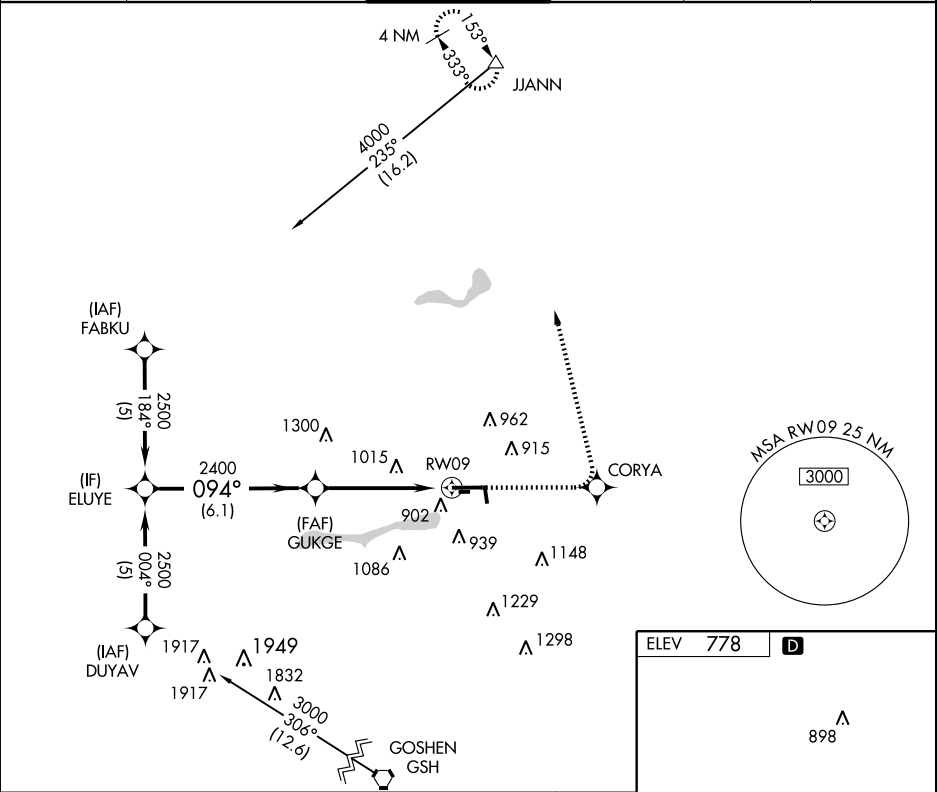
EC-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6500
094°	TDZE	776
	Apt Elev	778

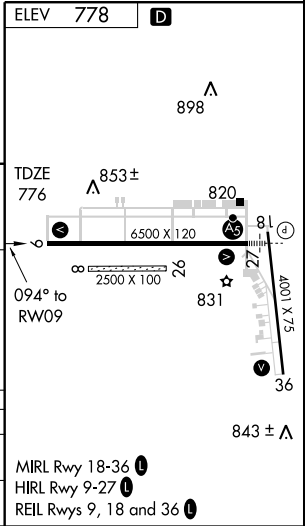
RNAV (GPS) RWY 9  
ELKHART MUNI (EKM)

<div><div>▲</div><div>DME/DME RNP-0.3 NA. If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA when using South Bend altimeter setting.</div></div>	MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.
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AWOS-3 124.475	SOUTH BEND APP CON ★ 118.55 257.8	ELKHART TOWER ★ 119.5 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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ELUYE	GUKGE	4000	CORYA	JJANN
2500	2400	↑	✱	△
Procedure Turn NA	*LNAV only		351° TRK	
6.1 NM	3.3 NM	1.6 NM		
CATEGORY	A	B	C	D
LNAV MDA	1340-1 564 (600-1)	1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)	1340-2 564 (600-2)
CIRCLING	1340-1 562 (600-1)	1340-1½ 562 (600-1½)	1340-2 562 (600-2)	1340-2 562 (600-2)



APP CRS	Rwy Idg	4001
176°	TDZE	778
	Apt Elev	778

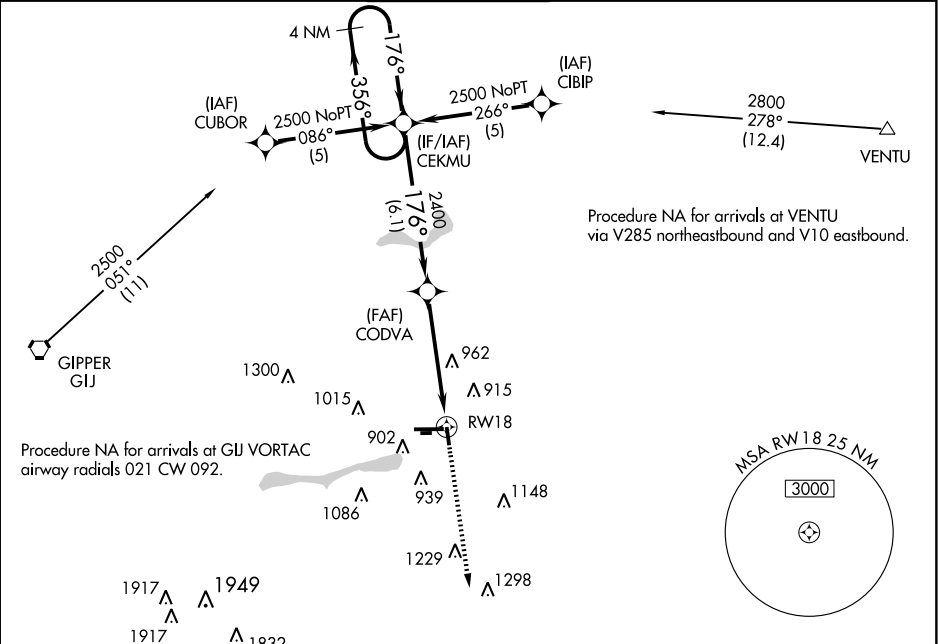
# RNAV (GPS) RWY 18

ELKHART MUNI (EKM)

**A** DME/DME RNP-0.3 NA.  
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

AWOS-3 124.475	SOUTH BEND APP CON ★ 118.55 257.8	ELKHART TOWER ★ 119.5 (CTAF) 0	GND CON 121.8	CLNC DEL 121.8	UNICOM 122.95
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4 NM Holding Pattern

CEKMU

CODVA

2500

356°

176°

176°

2400

3.04° TCH 37

6.1 NM

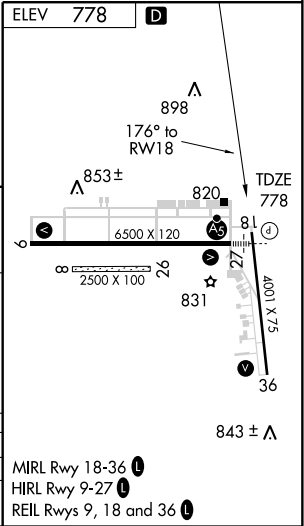
4.9 NM

RW18

BUCGA

2500

CATEGORY	A	B	C	D
LNAV MDA	1280-1	502 (600-1)	1280-1½	502 (600-1½)
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)



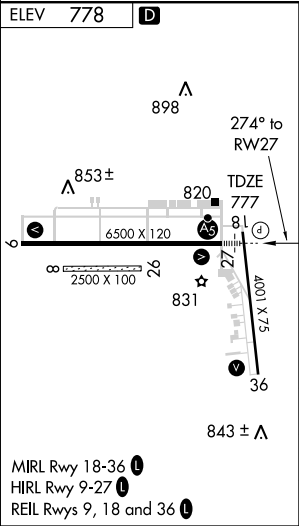
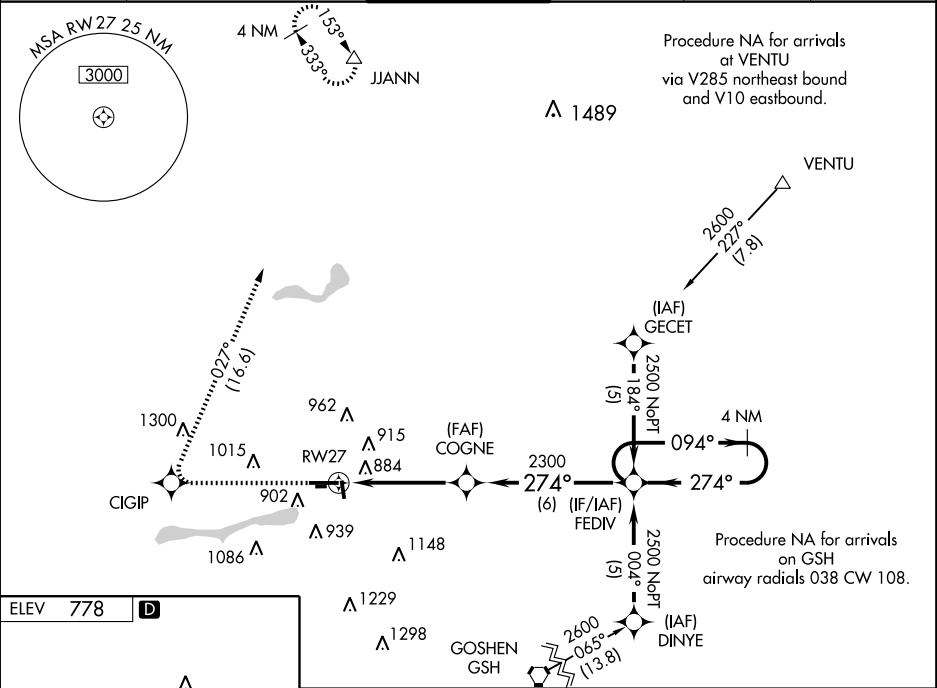
MIRL Rwy 18-36 0  
HIRL Rwy 9-27 0  
REIL Rws 9, 18 and 36 0

WAAS CH <b>50107</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>777</b> <b>778</b>
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RNAV (GPS) RWY 27  
ELKHART MUNI (EKM)

<b>A</b> DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA with South Bend altimeter setting. For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats, increase LNAV Cat D visibility to RVR 6000.	MALSR 	MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.
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AWOS-3 <b>124.475</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	ELKHART TOWER ★ <b>119.5 (CTAF) 0</b>	GND CON <b>121.8</b>	CLNC DEL <b>121.8</b>	UNICOM <b>122.95</b>
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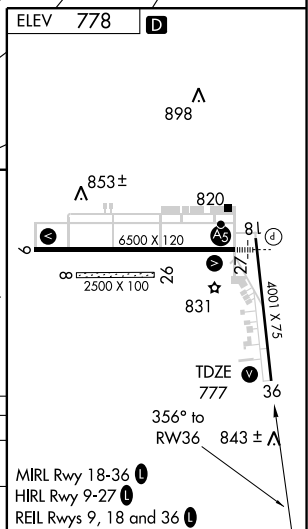
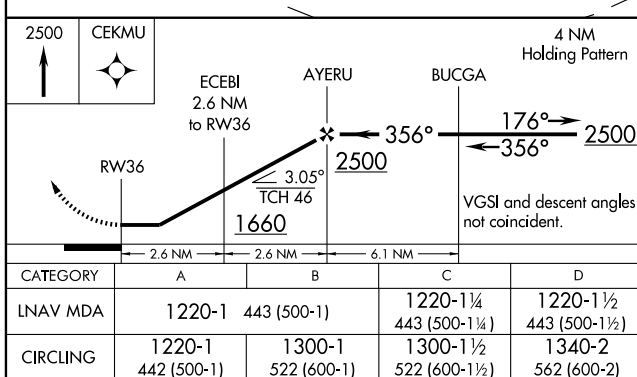
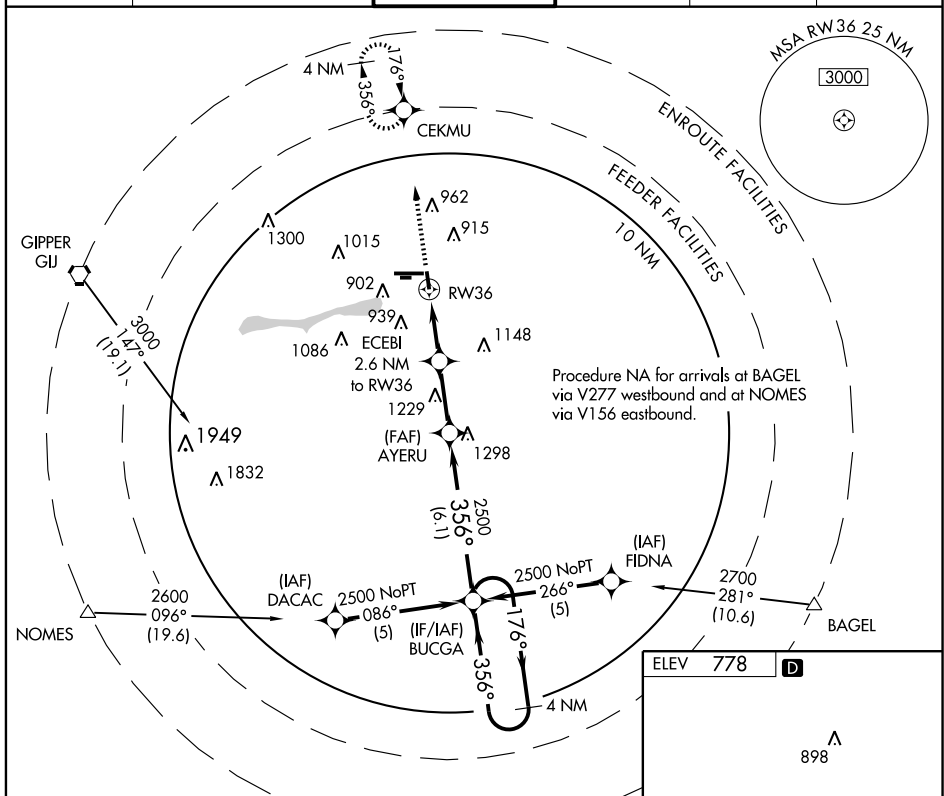


4000 ↑	CIGIP ✦ 027° TRK	JJANN △	4 NM Holding Pattern	

ELKHART MUNI (EKM)

APP CRS	Rwy Idg	<b>4001</b>
<b>356°</b>	TDZE	<b>777</b>
	Apt Elev	<b>778</b>

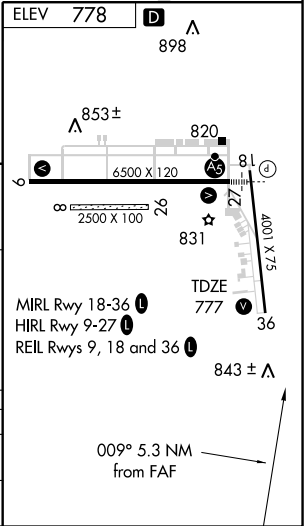
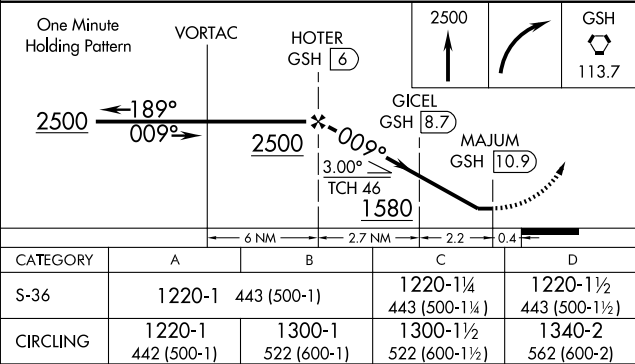
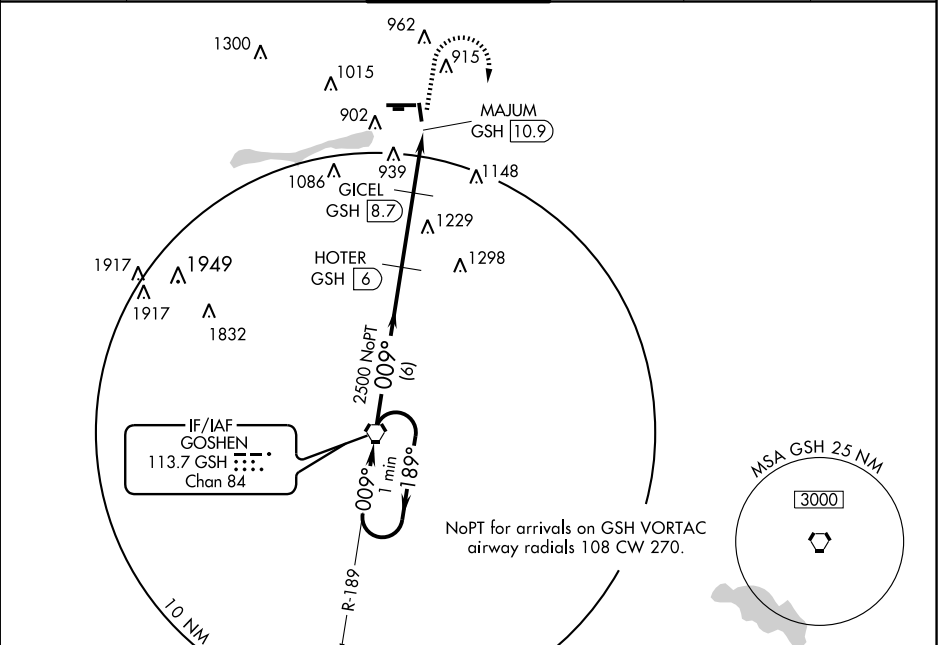
**MISSED APPROACH:** Climb to 2500 direct CEKMU and hold.

UNICOM  
122.95

VORTAC GSH	APP CRS	Rwy Idg	4001
113.7	009°	TDZE	777
Chan 84		Apt Elev	778

VOR/DME RWY 36  
ELKHART MUNI (EKM)

▲ If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.		MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.			
AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) 0	121.8	121.8	122.95







VOR RWY 27  
ELKHART MUNI (EKM)

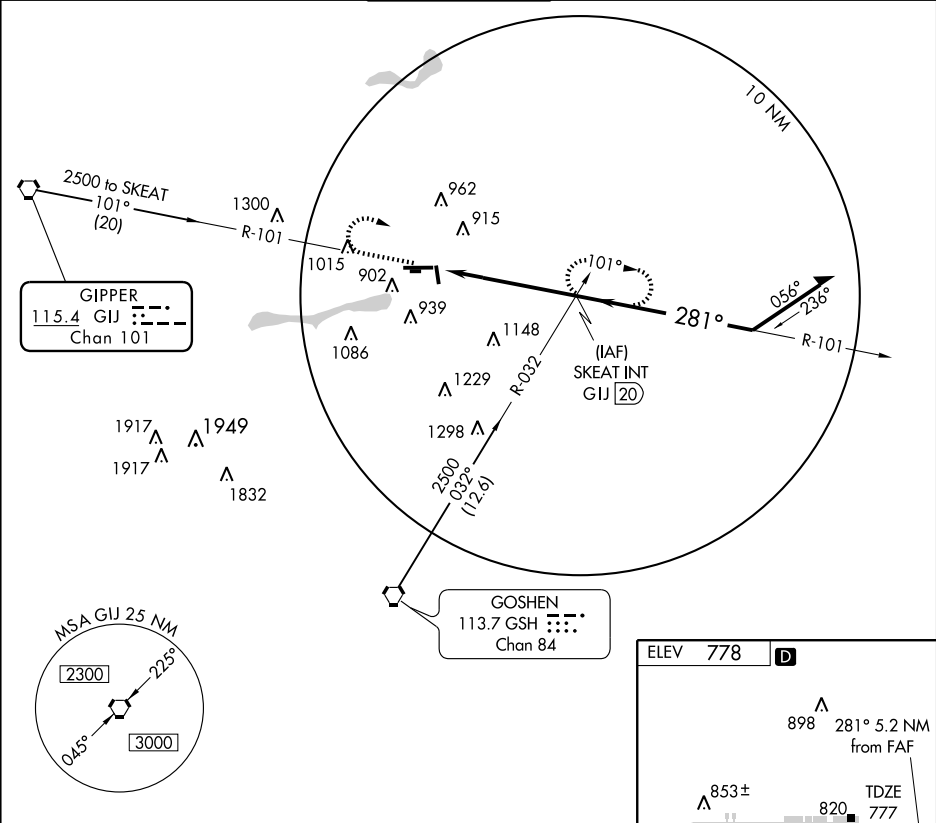
VORTAC GIJ	APP CRS	Rwy Idg	6500
115.4	281°	TDZE	777
Chan 101		Apt Elev	778

**A** If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting. Inoperative table does not apply.

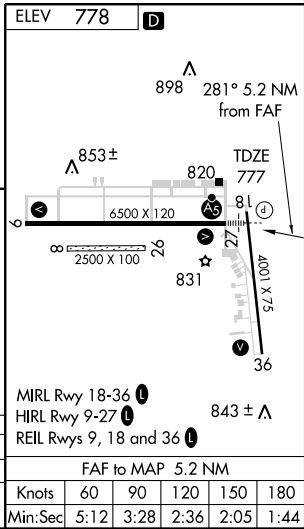
MALSR

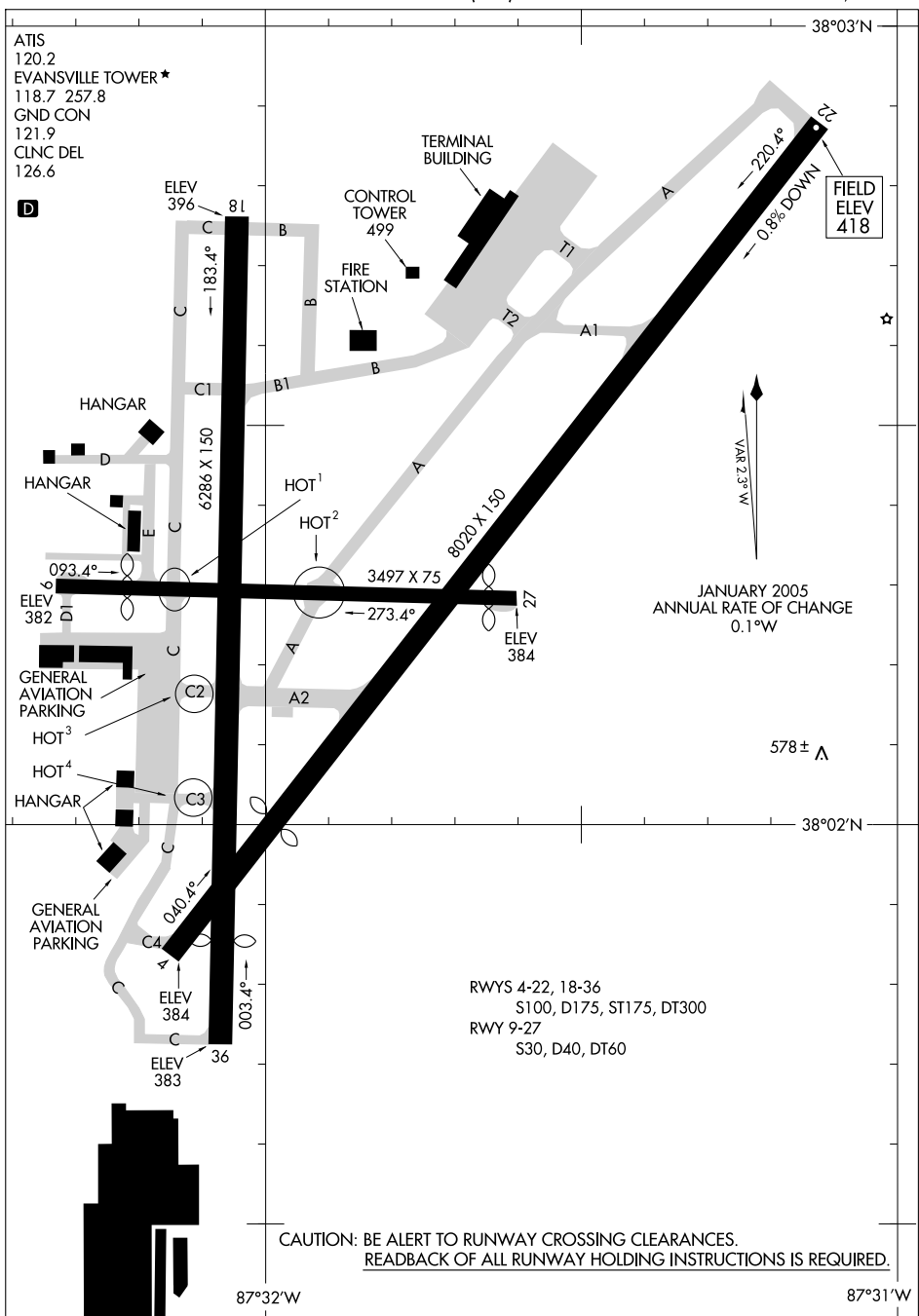
MISSED APPROACH: Climb to 2500 then right turn via GIJ R-101 to SKEAT INT/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON *	ELKHART TOWER *	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF)	121.8	121.8	122.95



2500	GIJ R-101 115.4	SKEAT INT GIJ 20	SKEAT INT GIJ 20	Remain within 10 NM
	GIJ 16.2			
	GIJ 14.8			
	1.4	3.8 NM		
CATEGORY	A	B	C	D
S-27	1280/50	503 (600-1)	1280-1½ 503 (600-1½)	
	1280-1	1300-1	1300-1½	1340-2
CIRCLING	502 (600-1)	522 (600-1)	522 (600-1½)	562 (600-2)

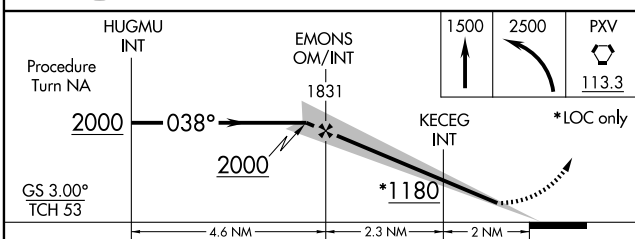
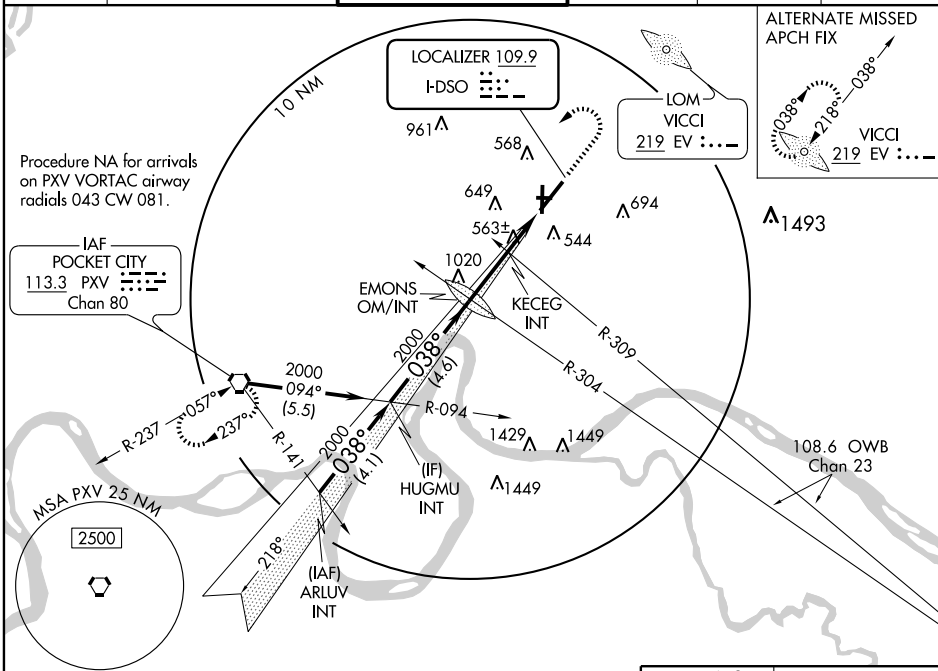




LOC I-DSO <b><u>109.9</u></b>	APP CRS <b>038°</b>	Rwy Idg <b>6724</b> TDZE <b>385</b> Apt Elev <b>418</b>
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**MISSED APPROACH:** Climb to 1 500 then climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>126.4 226.4</b>	EVANSVILLE TOWER ★ <b>118.7 (CTAF) 0 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 4	585- <sup>3</sup> / <sub>4</sub>		200 (200- <sup>3</sup> / <sub>4</sub> )	
S-LOC 4	1180-1 795 (800-1)	1180-1 <sup>1</sup> / <sub>4</sub> 795 (800-1 <sup>1</sup> / <sub>4</sub> )	1180-2 <sup>1</sup> / <sub>4</sub> 795 (800-2 <sup>1</sup> / <sub>4</sub> )	1180-2 <sup>1</sup> / <sub>2</sub> 795 (800-2 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1180-1 762 (800-1)	1180-1 <sup>1</sup> / <sub>4</sub> 762 (800-1 <sup>1</sup> / <sub>4</sub> )	1180-2 <sup>1</sup> / <sub>4</sub> 762 (900-2 <sup>1</sup> / <sub>4</sub> )	1180-2 <sup>1</sup> / <sub>2</sub> 762 (800-2 <sup>1</sup> / <sub>2</sub> )
KECEG FIX MINIMUMS				
S-LOC 4	820-1 435 (500-1)	820-1 <sup>1</sup> / <sub>4</sub> 435 (500-1 <sup>1</sup> / <sub>4</sub> )	820-1 <sup>1</sup> / <sub>2</sub> 435 (500-1 <sup>1</sup> / <sub>2</sub> )	820-2 435 (500-2)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1 <sup>1</sup> / <sub>2</sub> 542 (600-1 <sup>1</sup> / <sub>2</sub> )	980-2 562 (600-1)

	FAF to MAP 4.3 NM				
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

LOC I-EVV	APP CRS	Rwy Idg	8020
109.9	218°	TDZE	418
		Apt Elev	418

▼

ASR

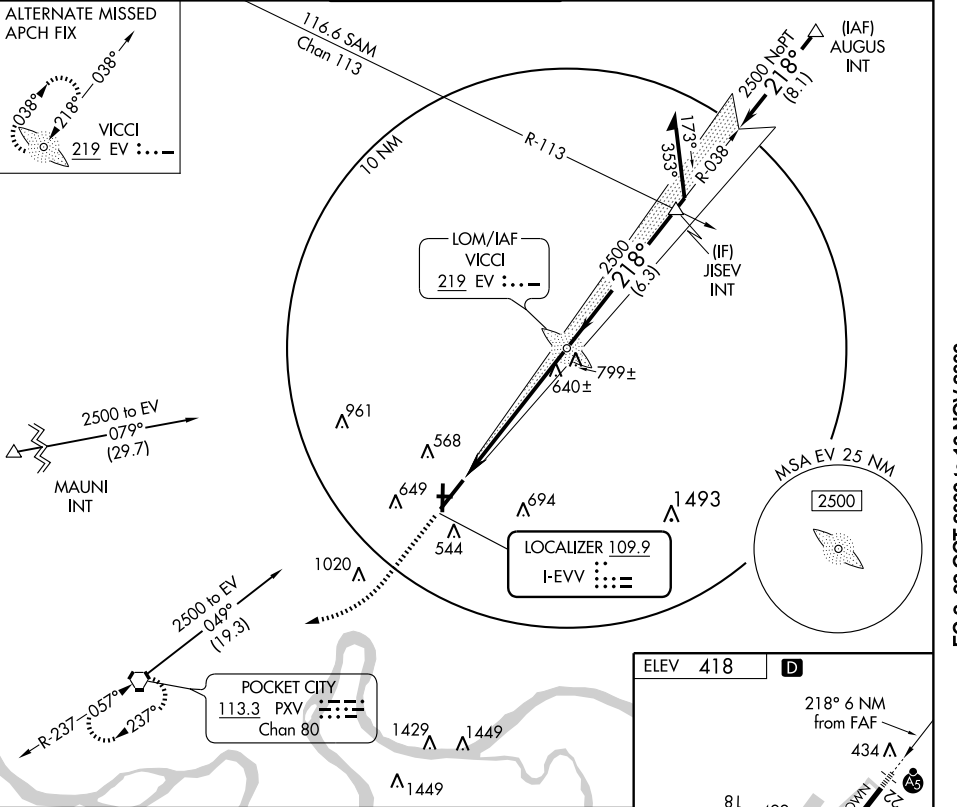
\*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

AS

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *	EVANSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) 257.8	121.9	126.6	122.95



NDB RWY 22  
EVANSVILLE RGNL (EVV)

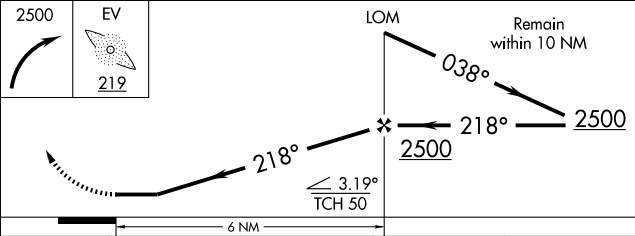
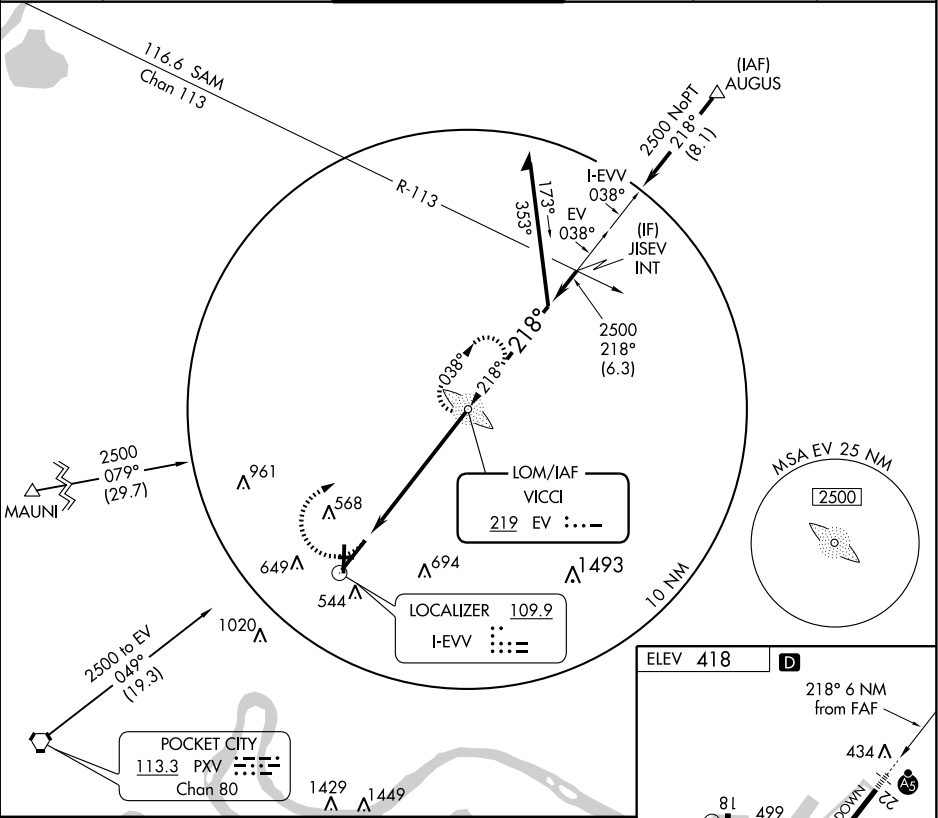
LOM EV <b>219</b>	APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>8020</b> <b>418</b> <b>418</b>
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ASR

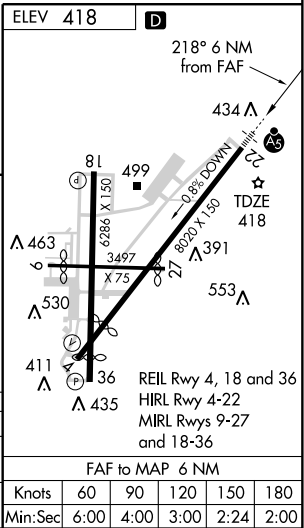
MALS R

MISSED APPROACH: Climbing right turn to 2500 direct EV LOM and hold.

ATIS <b>120.2</b>	EVANSVILLE APP CON ★ <b>126.4 226.4</b>	EVANSVILLE TOWER ★ <b>118.7 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>126.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-22	1060/40	642 (700-¾)	1060/60 642 (700-1¼)	1060-1¾ 642 (700-1¾)
CIRCLING	1060-1	642 (700-1)	1060-1¾ 642 (700-1¾)	1060-2 642 (700-2)



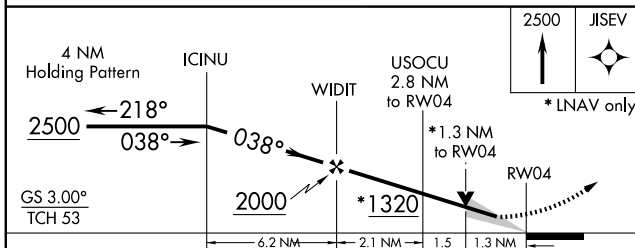
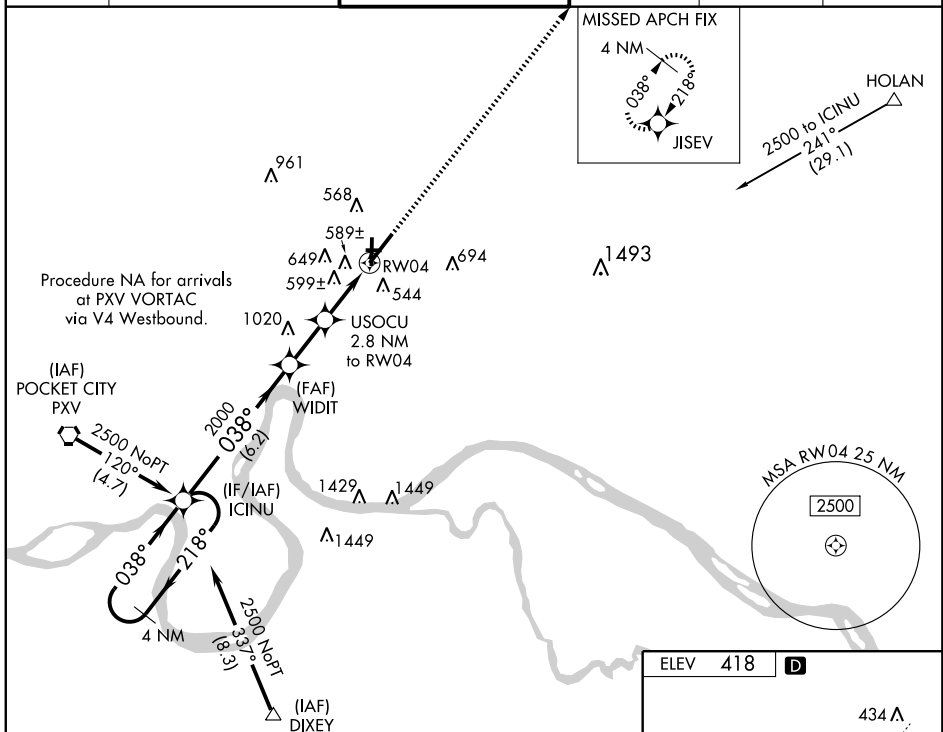
WAAS CH <b>82711</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg <b>6724</b> TDZE <b>385</b> Apt Elev <b>418</b>
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RNAV (GPS) RWY 4  
EVANSVILLE RGNL (EVV)

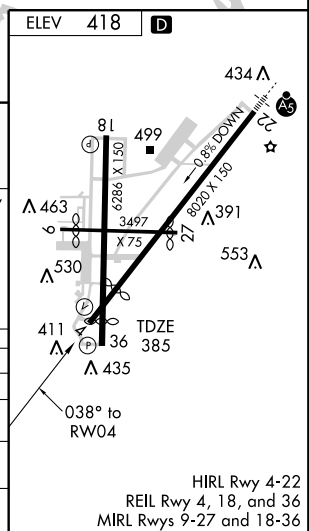
**T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2500 direct JISEV and hold.

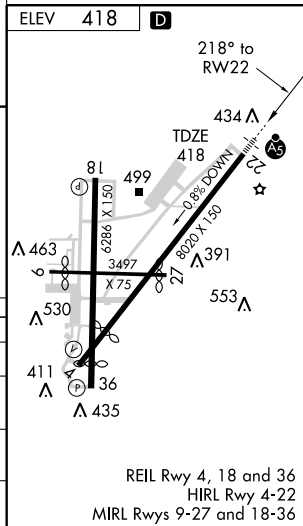
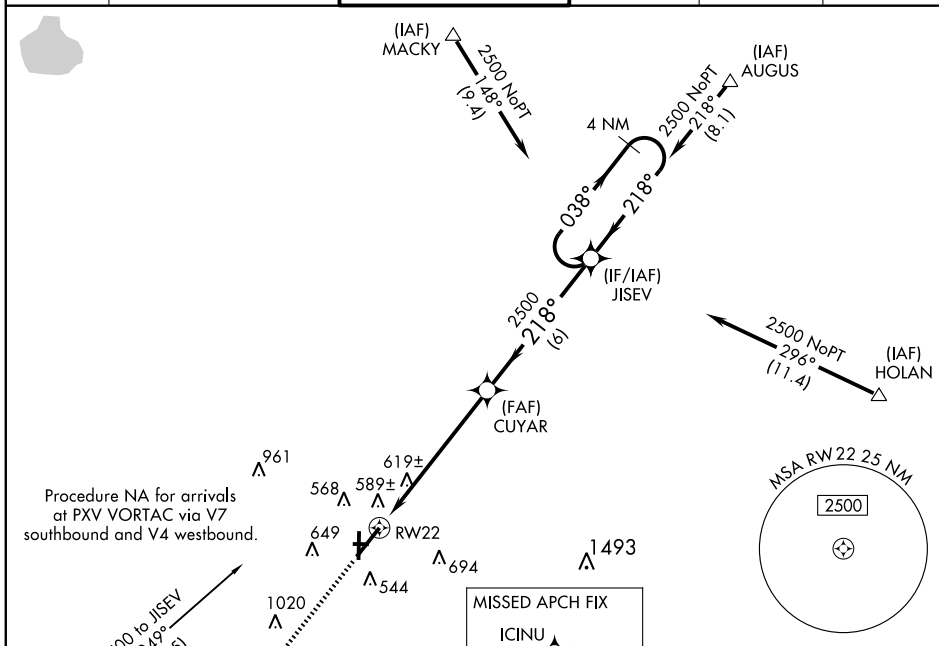
ATIS	EVANSVILLE APP CON ★		EVANSVILLE TOWER ★		GND CON	CLNC DEL	UNICOM
120.2	126.4	226.4	118.7 (CTAF)	1 257.8	121.9	126.6	122.95



CATEGORY	A	B	C	D
LPV DA		585-3 <sup>4</sup> / <sub>4</sub>	200 (200-3 <sup>4</sup> / <sub>4</sub> )	
LNAP/ VNAV DA		970-2	585 (600-2)	
LNAP MDA	860-1	475 (500-1)	860-1 <sup>1</sup> / <sub>4</sub> 475 (500-1 <sup>1</sup> / <sub>4</sub> )	860-1 <sup>1</sup> / <sub>2</sub> 475 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1 <sup>1</sup> / <sub>2</sub> 542 (600-1 <sup>1</sup> / <sub>2</sub> )	980-2 562 (600-2)



ATIS 120.2	EVANSVILLE APP CON ★ 126.4 226.4	EVANSVILLE TOWER ★ 118.7(CTAF) 0 257.8	GND CON 121.9	CLNC DEL 126.6	UNICOM 122.95
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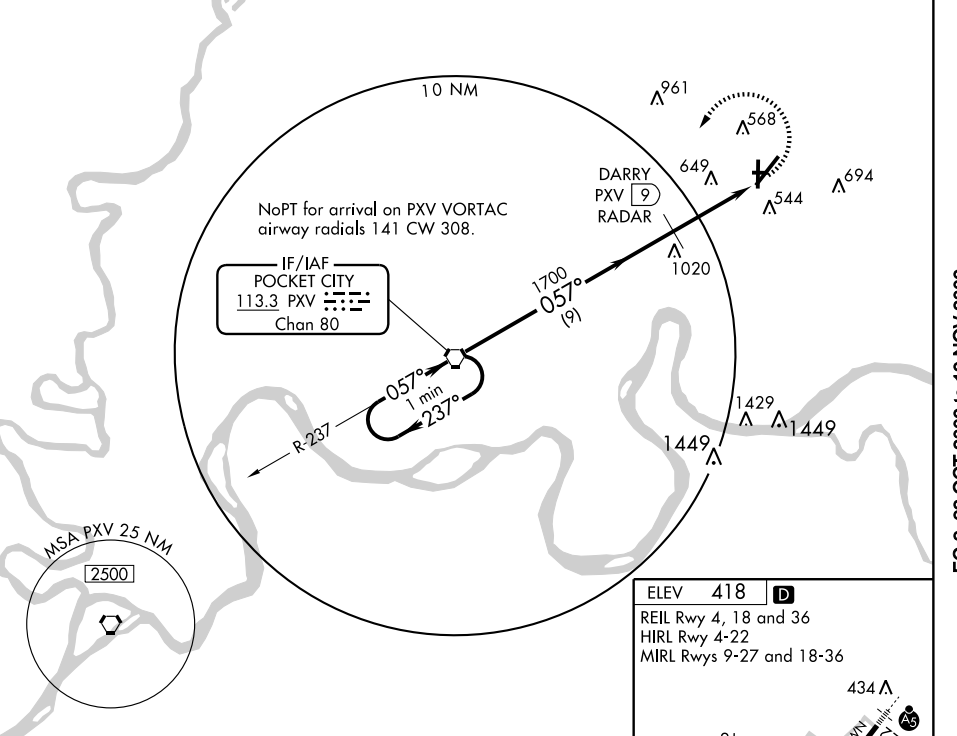
ASR

Visibility reduction by helicopters NA.

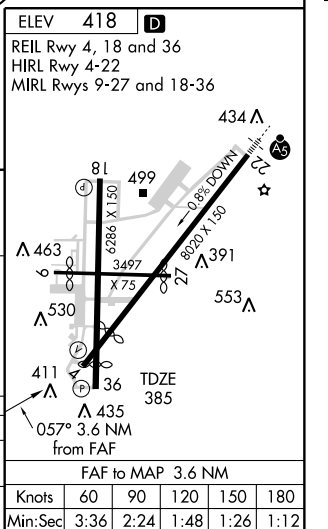
MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) 257.8	121.9	126.6	122.95

DME or RADAR REQUIRED



One Minute Holding Pattern				
VORTAC				
2500 ← 237° / 057° → 1700				
DARRY PXV 9 RADAR				
PXV 11.1, PXV 12.6, TCH 52, 3.34°, 2.1 NM, 1.5				
CATEGORY	A	B	C	D
S-4	900-1	515 (500-1)	900-1½ 515 (500-1½)	900-1¾ 515 (500-1¾)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



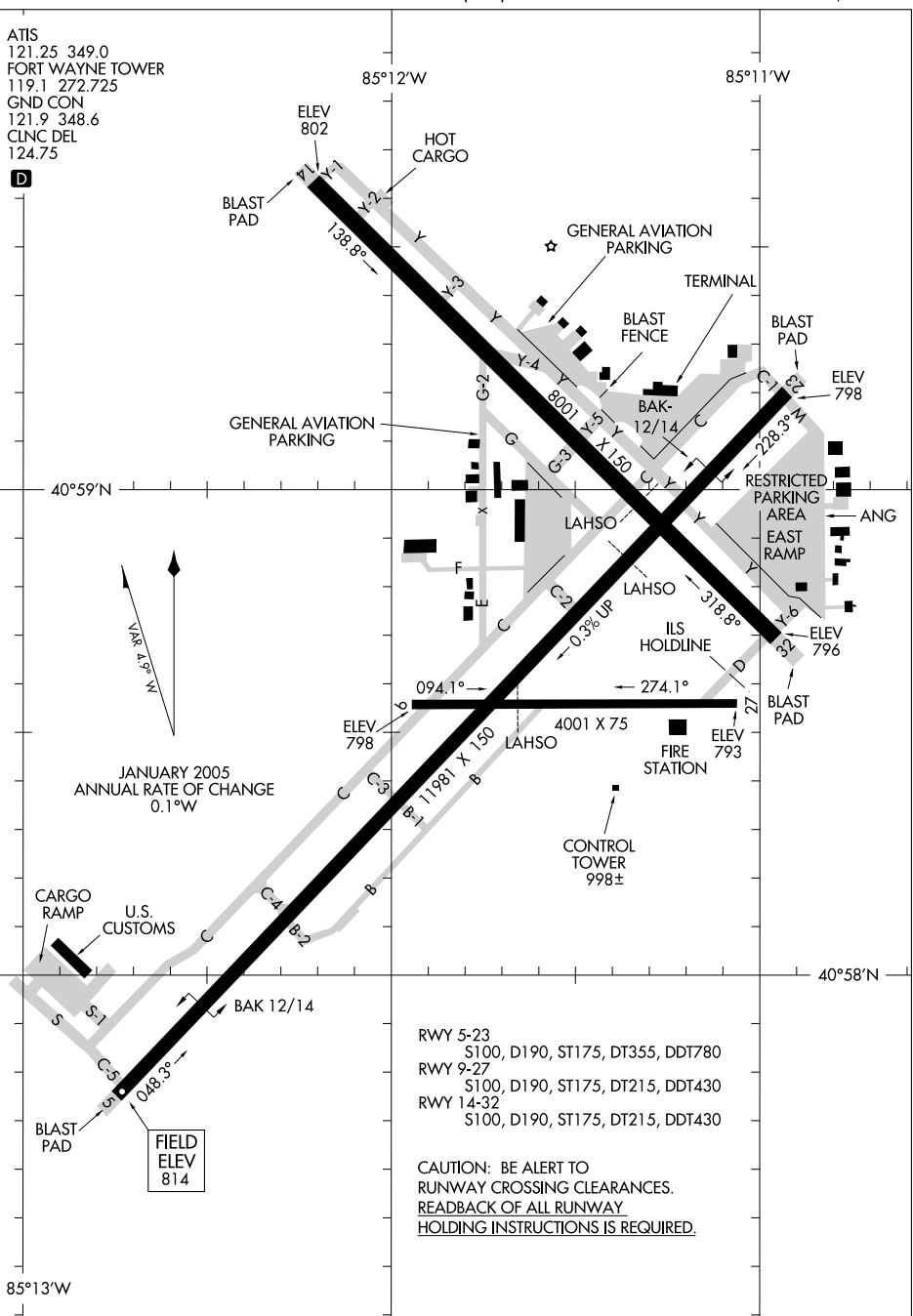
# AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)  
FORT WAYNE, INDIANA

ATIS  
121.25 349.0  
FORT WAYNE TOWER  
119.1 272.725  
GND CON  
121.9 348.6  
CLNC DEL  
124.75


D



RWY 5-23  
S100, D190, ST175, DT355, DDT780  
RWY 9-27  
S100, D190, ST175, DT215, DDT430  
RWY 14-32  
S100, D190, ST175, DT215, DDT430

CAUTION: BE ALERT TO  
RUNWAY CROSSING CLEARANCES.  
READBCK OF ALL RUNWAY  
HOLDING INSTRUCTIONS IS REQUIRED.

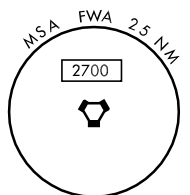
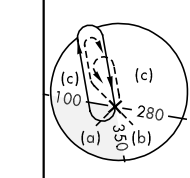
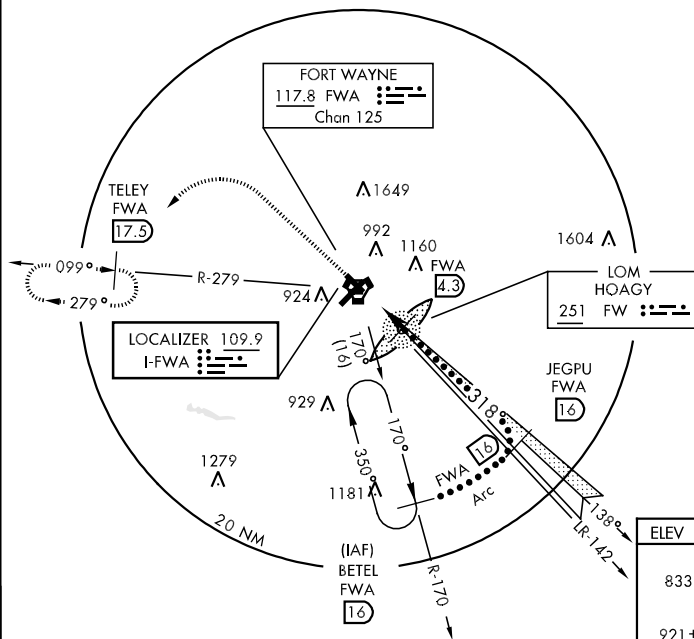
EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-FWA <b>109.9</b>	APCH CRS <b>318°</b>	Rwy Idg TDZE Arpt Elev <b>8001</b> <b>800</b> <b>814</b>	JAL-156 [USAF]	FORT WAYNE INTL (KFWA)	
<b>▽</b> * When ALS inop, increase CAT CDE RVR to 40 and vis to $\frac{3}{4}$ mile.			<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 3000, then left turn via FWA R-279 to TELEY INT and hold.	
ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>	ASR

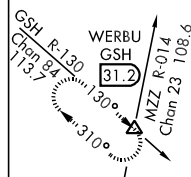
\*\*When ALS inop, increase CAT C RVR to 50 and vis to 1 mile,  
CAT DE RVR to 60 and vis to 1  $\frac{1}{4}$  miles.

**△**  
1879

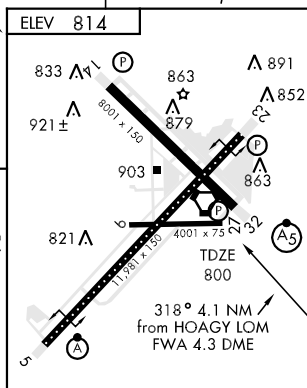
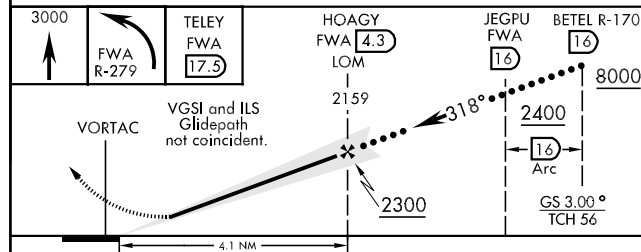
**ADF, DME or RADAR  
REQUIRED**



**ALTERNATE MISSED  
APPROACH FIX**



**EMERG SAFE ALT 100 NM 3100**



CATEGORY	C	D	E
S-ILS 32 *	1000/24	200 (200- $\frac{1}{2}$ )	
S-LOC 32 **	1160/24 360 (400- $\frac{1}{2}$ )	1160/40 360 (400- $\frac{3}{4}$ )	
CIRCLING	1300-1 $\frac{1}{2}$ 486 (500-1 $\frac{1}{2}$ )	1380-2 566 (600-2)	1520-2 $\frac{1}{2}$ 706 (800-2 $\frac{1}{2}$ )

TDZ/CL Rwy 5  
REIL Rwy 14 and 23  
HIRL Rwy 5-23 and 14-32

**FAF to MAP 4.1 NM**

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14



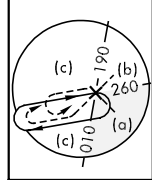
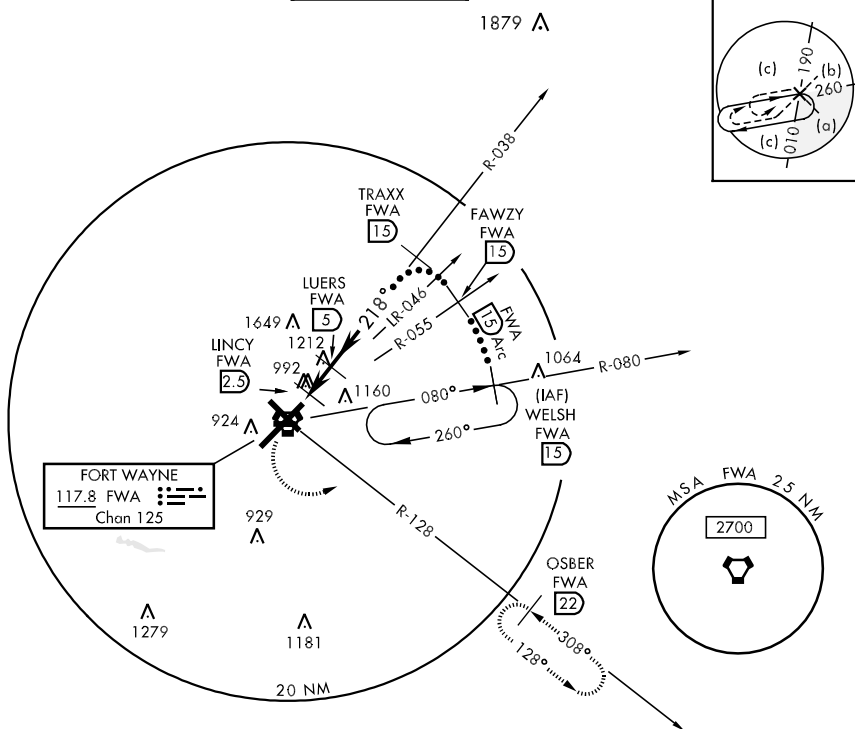
VORTAC FWA <b>117.8</b> Chan <b>125</b>	APCH CRS <b>218°</b>	Rwy Idg <b>11,981</b> TDZE <b>799</b> Arpt Elev <b>814</b>
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JAL-156 [USAF]

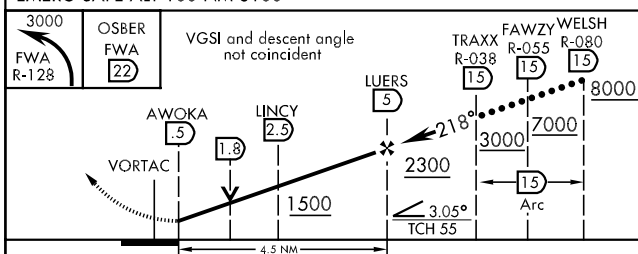
FORT WAYNE INTL (KFWA)

MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

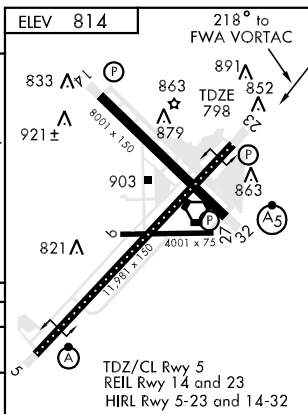
ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>	ASR
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EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-23	1300-1½ 486 (500-1½)	502 (500-1½)	1300-1¾ 502 (500-1¾)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)



FORT WAYNE, INDIANA

40°59'N-85°11'W

FORT WAYNE INTL (KFWA)

Amdt 5, 092295

EC-2, 22 OCT 2009 to 19 NOV 2009

VORTAC FWA  
117.8  
Chan 125

APCH CRS  
312°

Rwy Idg  
TDZE  
Arpt Elev  
8001  
800  
814

JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

▼ \* When ALS is inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT DE vis to 1½ miles.



MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT (FWA 17.5 DME) and hold.

ATIS  
121.25 349.0

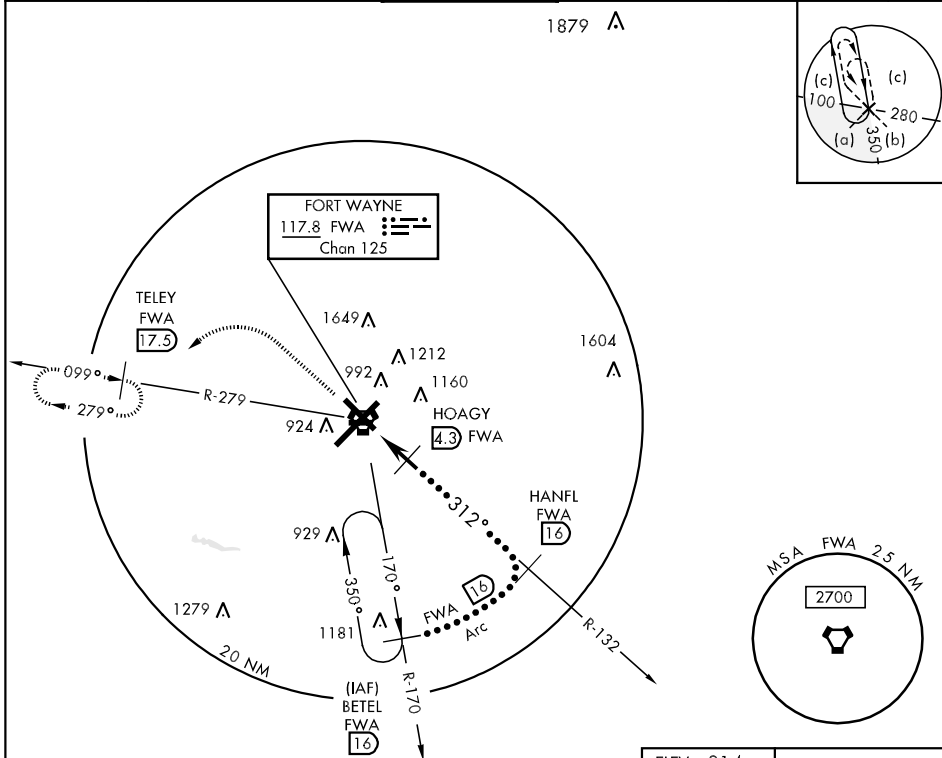
FORT WAYNE APP CON  
127.2 284.6

FORT WAYNE TOWER  
119.1 272.725

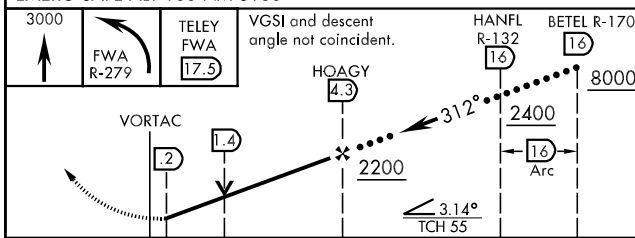
GND CON  
121.9 348.6

CLNC DEL  
124.75

ASR



EMERG SAFE ALT 100 NM 3100



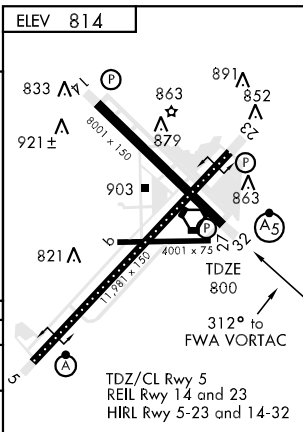
CATEGORY	C	D	E
S-32 *	1260/40 460 (500-34)	1260/50 460 (500-1)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FORT WAYNE, INDIANA

40°59'N-85°11'W

FORT WAYNE INTL (KFWA)

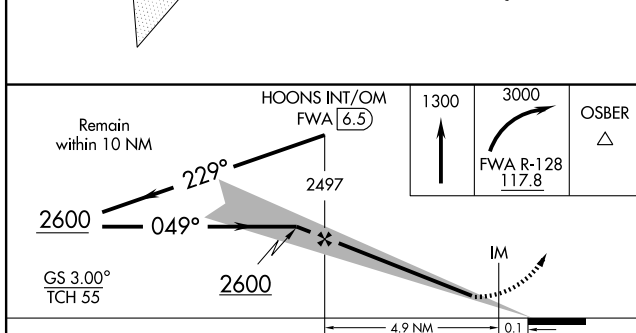
Amdt 4, 082295



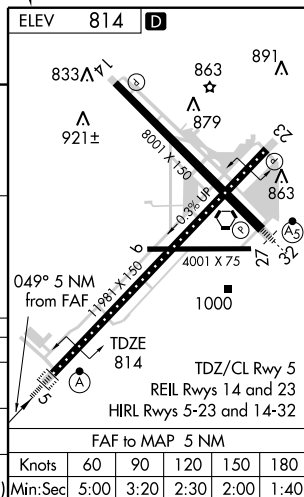
TDZ/CL Rwy 5  
REIL Rwy 14 and 23  
HIRL Rwy 5-23 and 14-32

ALSF-2

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.



CATEGORY	A	B	C	D	E
S-ILS 5	1014/18 200 (200-½)				1014/24 200 (200-½)
S-LOC 5	1260/24 446 (500-½)	1260/40 446 (500-¾)	1260/50	446 (500-1)	
CIRCLING	1300-1 486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)	



LOC I-FWA <b><u>109.9</u></b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	<b>8001</b> <b>800</b> <b>814</b>
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ILS or LOC RWY 32  
FORT WAYNE INTL (FWA)

**V** \* RVR 1800 authorized with use of FD or AP or HUD to DA.  
**A** For inoperative MALSR, increase S-ILS 32 Cat E visibility to RVR 4000  
**ASR** and S-LOC 32 Cat E visibility to RVR 6000. DME from FWA VORTAC.

MALSR



**MISSED APPROACH:** Climb to 3000 then left turn via FWA R-279 to TELEY INT/FWA 17.5 DME and hold.

ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75
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MISSED APCH FIX

TELE

FWA 17.5

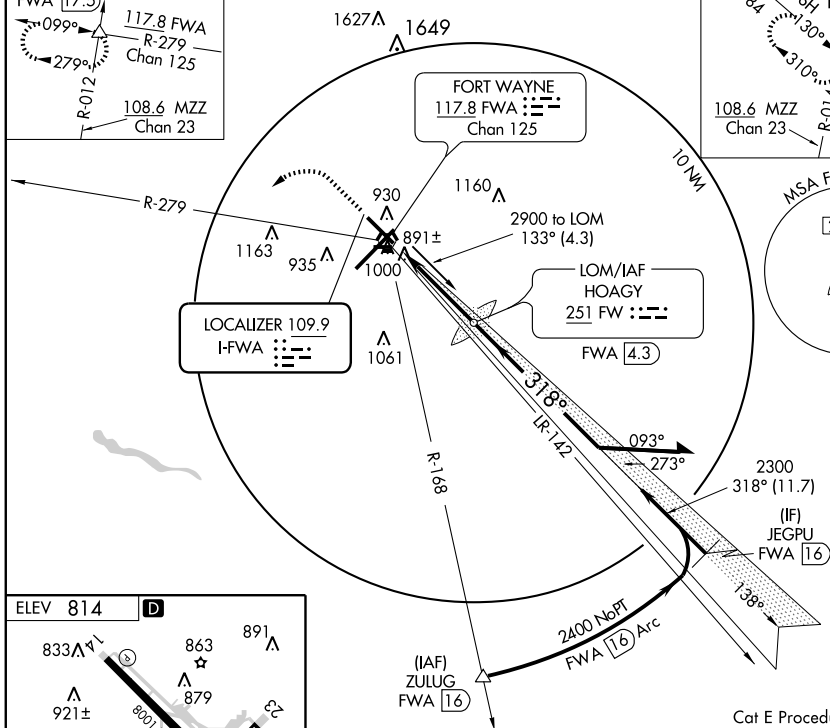
099°

279°

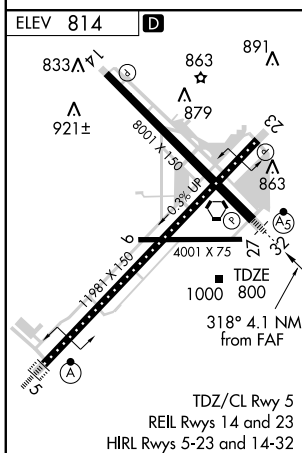
117.8 FWA  
R-279  
Chan 125

108.6 MZZ  
Chan 23

ADF, DME or RADAR REQUIRED



Cat E Procedure Turn NA.



3000 ↑	 FWA R-279 <u>117.8</u>	TELEY 
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VGSI and ILS glidepath  
not coincident.

HOAGY LOM  
FWA 4.3

Remain  
within 10 NM

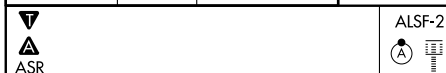
GS 3.00°  
TCH 56

TDZ/CL Rwy 5						CATEGORY	A	B	C	D	E	
REIL Rwy's 14 and 23						S-ILS 32	* 1000/24 200 (200-½)					1000/24 200 (200-½)
HIRL Rwy's 5-23 and 14-32						S-LOC 32	1160/24 360 (400-½)			1160/40	360 (400-¾)	
FAF to MAP 4.1 NM						CIRCLING	1300-1 486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)		
Knots Min:Sec	60 4:06	90 2:44	120 2:03	150 1:38	180 1:22							



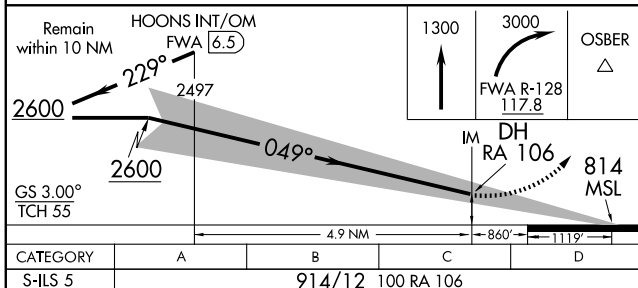
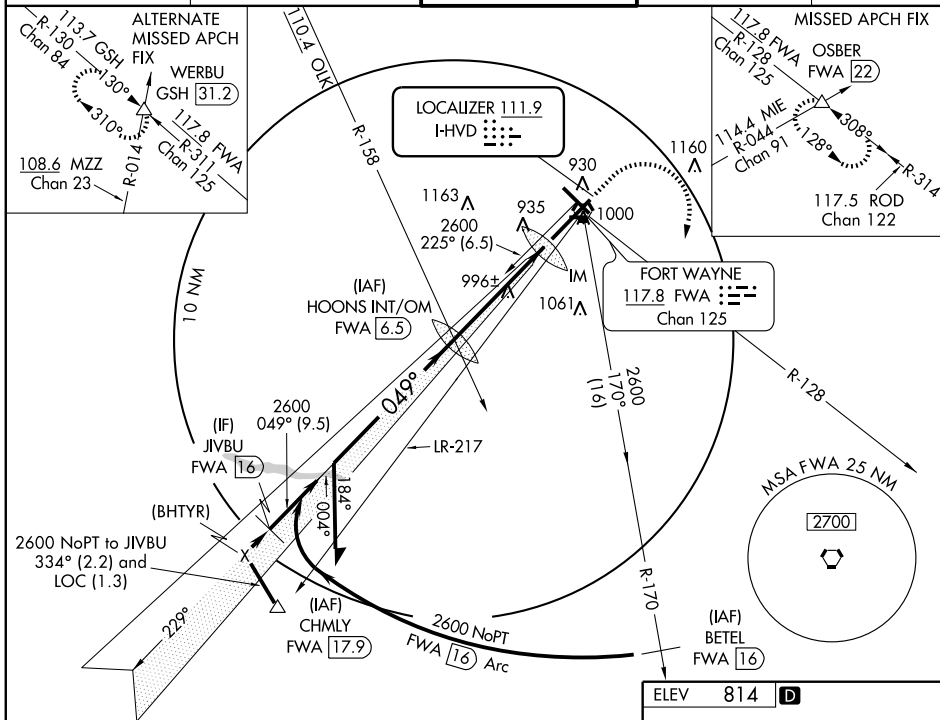
LOC I-HVD <b><u>111.9</u></b>	APP CRS <b>049°</b>	Rwy Idg <b>11981</b> TDZE <b>814</b> Apt Elev <b>814</b>
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**ILS RWY 5 (CAT II)**  
FORT WAYNE INTL (FWA)

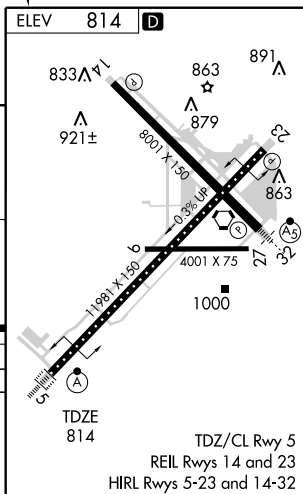



**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

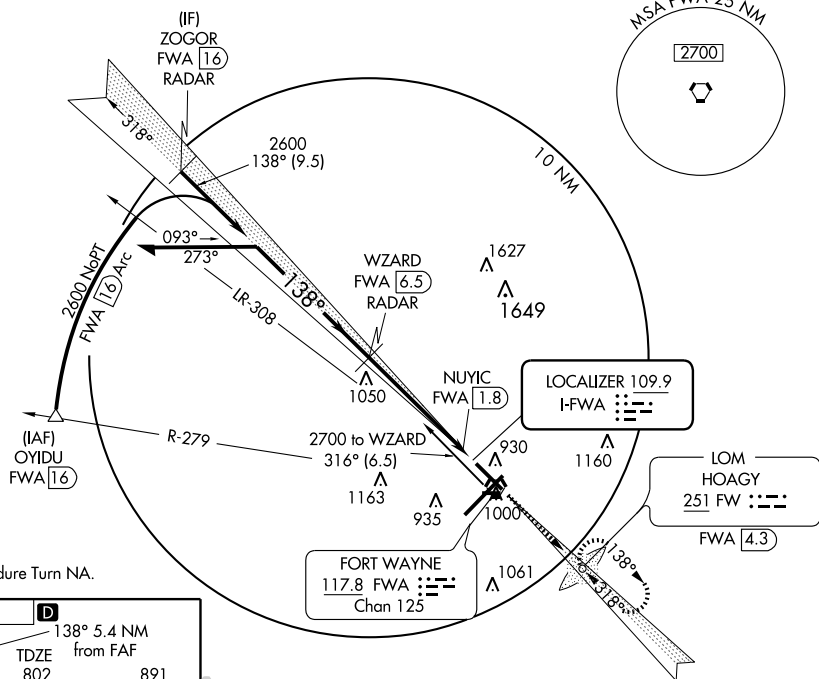


CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

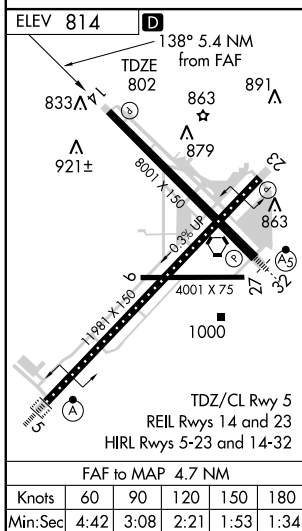


 ADF or DME or Radar Required.	MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000.
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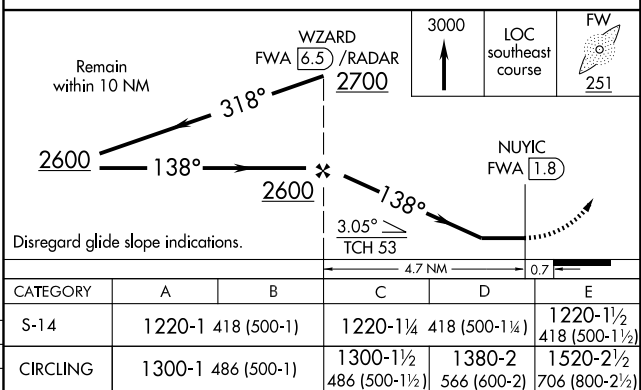
## BACK COURSE



Cat E Procedure Turn NA.



DME or RADAR REQUIRED



WAAS CH <b>93609</b> <b>W05A</b>	APP CRS <b>047°</b>	Rwy Idg TDZE <b>815</b> Apt Elev <b>815</b>
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RNAV (GPS) RWY 5  
FORT WAYNE INTL (F'WA)

When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1122, increase LNAV/VNAV DA to 1332, increase all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile, increase LNAV Cat C/D/E visibility ¼ mile, and increase Circling Cat E visibility ¼ mile. For inoperative ALSF when using Auburn altimeter setting, increase LPV visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 2 miles. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

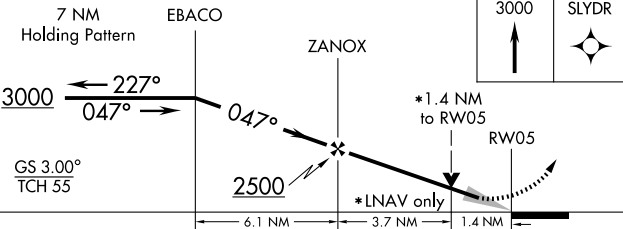
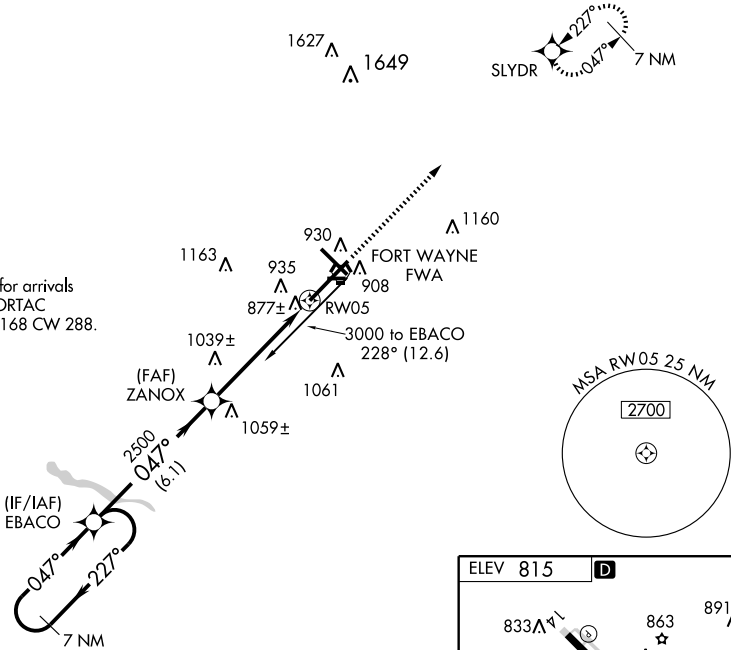
ALSF-2



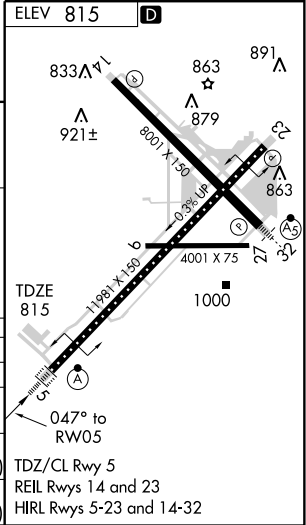
MISSED APPROACH:  
Climb to 3000 direct  
SLYDR and hold.

ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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Procedure NA for arrivals  
at FWA VORTAC  
on airway radials 168 CW 288.



CATEGORY	A	B	C	D	E
LPV DA	1065/24 250 (300-½)				
LNAV/VNAV DA	1275/50 460 (500-1)				
LNAV MDA	1300/24 485 (500-½)	1300/40 485 (500-¾)	1300/50 485 (500-1)	1300/60 485 (500-1¼)	
CIRCLING	1300-1 485 (500-1)	1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)	





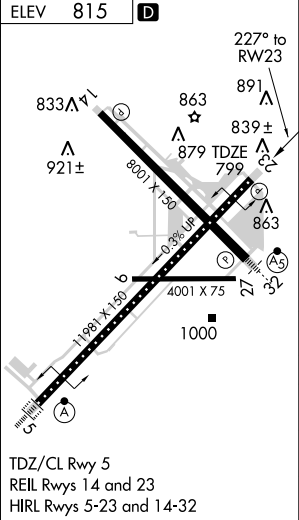
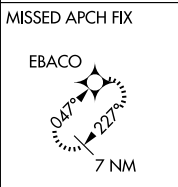
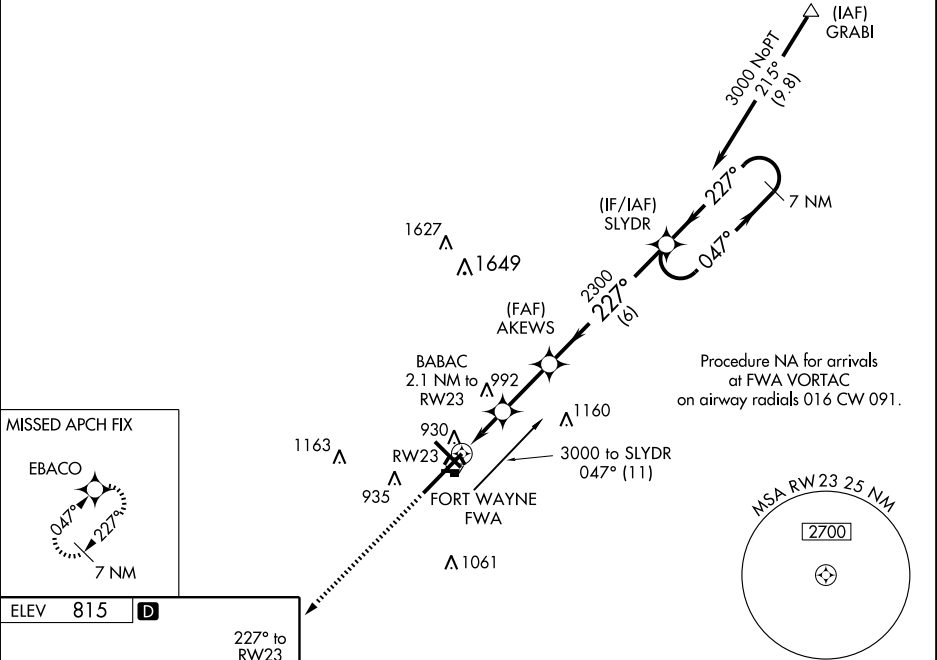
RNAV (GPS) RWY 23  
FORT WAYNE INTL (F'WA)

WAAS CH <b>69599</b> <b>W23A</b>	APP CRS <b>227°</b>	Rwy Idg <b>11981</b> TDZE <b>799</b> Apt Elev <b>815</b>
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When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1110, increase LNAV/VNAV DA to 1287, increase all MDA 60 feet and increase LPV visibility ¼ mile, LNAV/VNAV visibility ¼ mile, LNAV Cat D/E visibility ¼ mile, and circling Cat E visibility ¼ mile. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 3000 direct  
EBACO and hold.

ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	FORT WAYNE TOWER <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>
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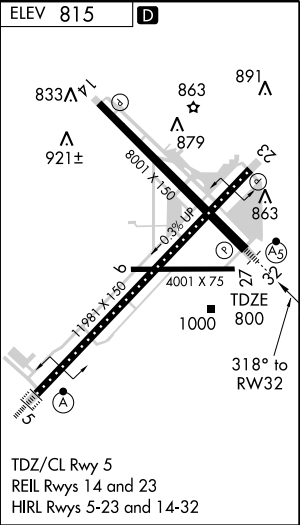
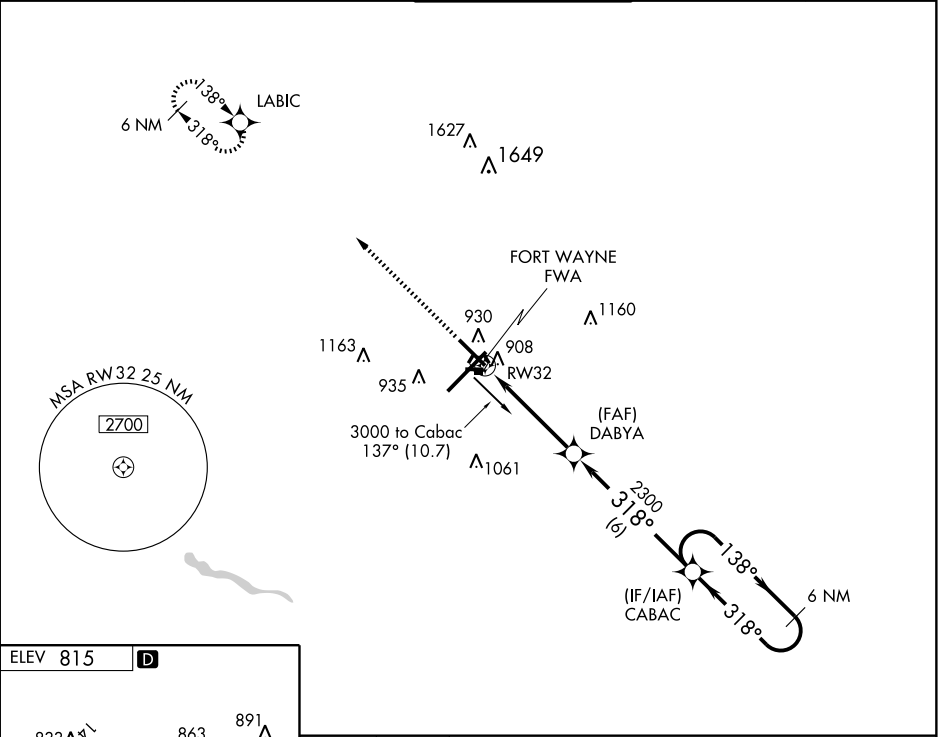
ELEV 815		3000		EBACO		VGSi and RNAV glidepath not coincident.		SLYDR		7 NM Holding Pattern	
*LNAV only.		BABAC 2.1 NM to RW23		AKEWS		227°		047° → 3000		← 227°	
*1.3 NM to RW23		RW23		1520		2300		GS 3.00°		TCH 55	
1.3		0.8		2.4 NM		6 NM					
CATEGORY		A		B		C		D		E	
LPV DA		1053/40		254 (300-¾)							
LNAV/VNAV DA		1230-1½		431 (500-1½)							
LNAV MDA		1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)					
CIRCLING		1300-1 485 (500-1)		1300-1½ 485 (500-1½)		1380-2 565 (600-2)		1520-2½ 705 (800-2½)			

APP CRS	Rwy Idg	8001
318°	TDZE	800
	Apt Elev	815

RNAV (GPS) RWY 32  
FORT WAYNE INTL (FWA)

 GPS or RNP-0.3 required.  DME/DME RNP-0.3 NA.  Baro-VNAV NA below -16°C (4°F).	 MALSR	MISSED APPROACH: Climb to 3000 direct LABIC WP and hold.
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ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75
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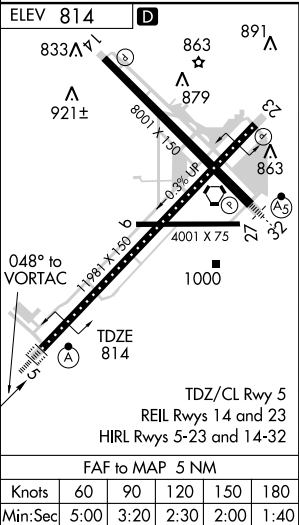
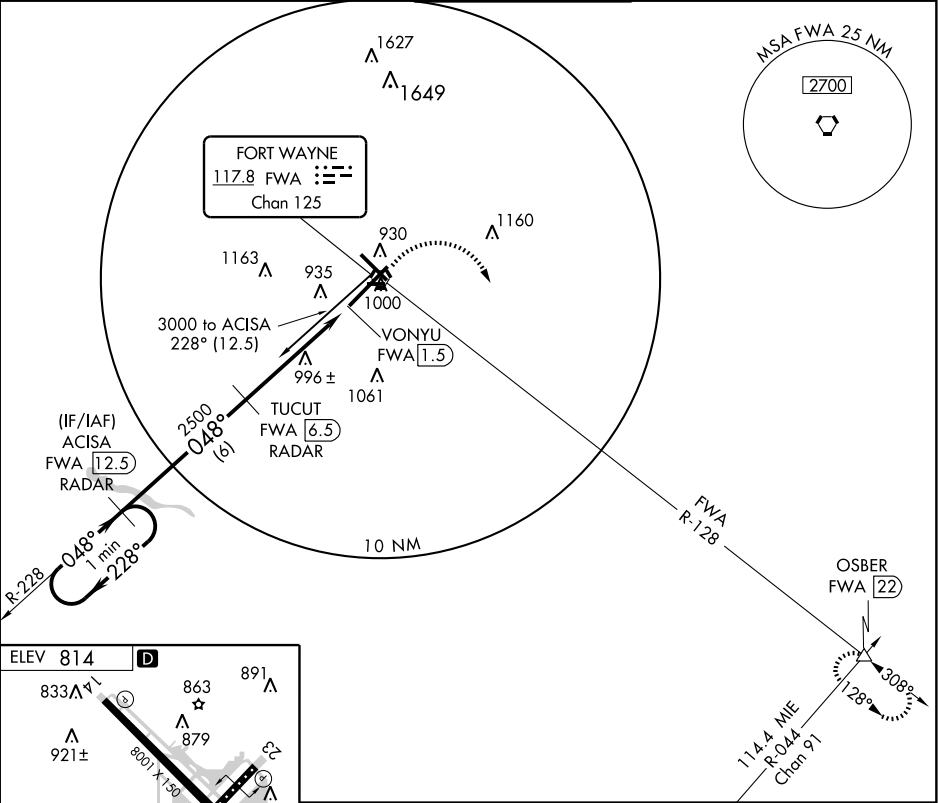
	3000	LABIC					
				DABYA	CABAC	6 NM Holding Pattern	
						138° → 3000	
						← 318°	
						VGSI and descent angles not coincident.	
						GS 3.00°	
						TCH 56	
						2300	
						1.2	
						3.3 NM	
						6 NM	
CATEGORY	A	B	C	D			
GLS DA	NA						
LNAV/VNAV DA	1260/50 460 (500-1)						
LNAV MDA	1260/24	460 (500-½)	1260/40 460 (500-¾)	1260/50 460 (500-1)			
CIRCLING	1320-1½ 505 (600-1½)					1380-2 565 (600-2)	

VORTAC FWA	APP CRS	Rwy Idg	11981
117.8	048°	TDZE	814
Chan 125		Apt Elev	814

VOR or TACAN RWY 5  
FORT WAYNE INTL (FWA)

 For Inoperative ALSF-2, increase S-5 Cat E visibility ½ mile. ASR DME or RADAR Required.	ALSF-2 	MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.
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ATIS 121.25 349.0	FORT WAYNE APP CON 127.2 284.6	FORT WAYNE TOWER 119.1 272.725	GND CON 121.9 348.6	CLNC DEL 124.75
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CATEGORY	One Minute Holding Pattern		ACISA FWA 12.5	TUCUT FWA 6.5	3000	FWA R-128 117.8	OSBER
	3000 ← 228° 048° →		048°	2500	3.07° TCH 55	FWA 2.9	VONYU FWA 1.5
		6 NM	3.6 NM	1.4			
		A	B	C	D	E	
S-5		1320/24	506 (600-½)	1320/50	506 (600-1)	1320/60 506 (600-1¼)	
CIRCLING		1320-1	506 (600-1)	1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)	

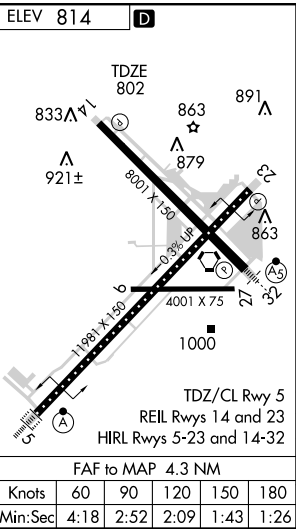
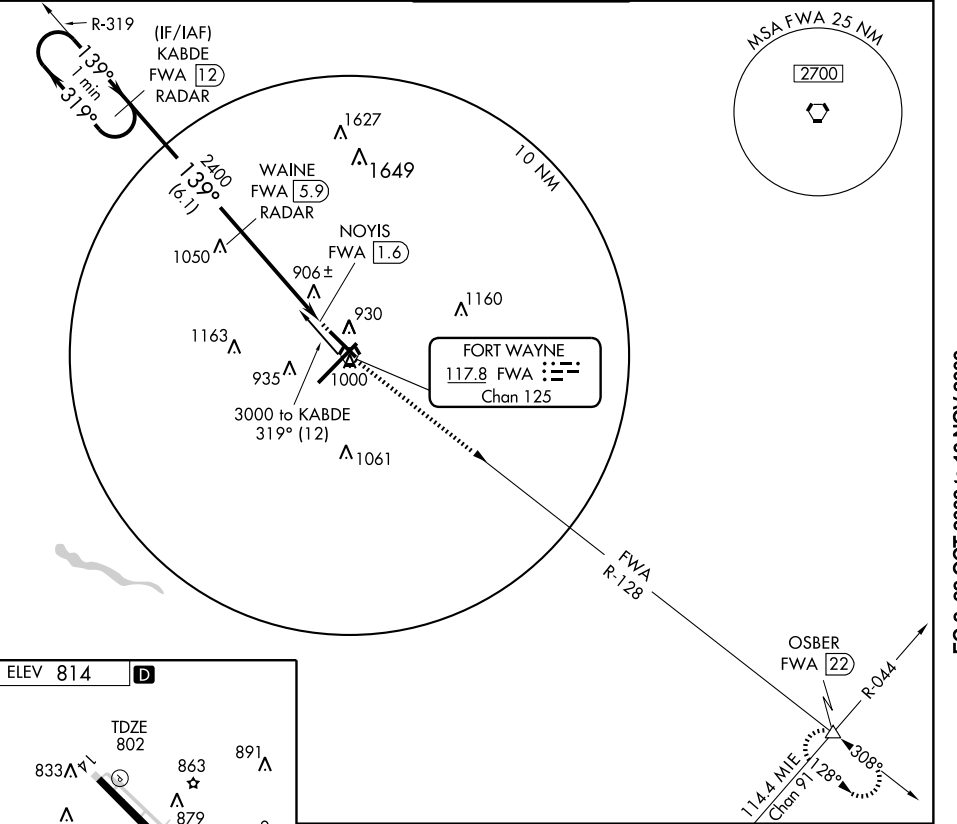
▼

ASR

DME or RADAR Required.

MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75



One Minute Holding Pattern		KABDE FWA 12 RADAR	WAINE FWA 5.9 RADAR	3000	FWA R-128 117.8	OSBER
3000 ← 319°		139° →	139°	2400	FWA 2.5	NOYIS FWA 1.6
		6.1 NM	3.4 NM	0.9	0.5	
CATEGORY	A	B	C	D	E	
S-14	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)	
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)	

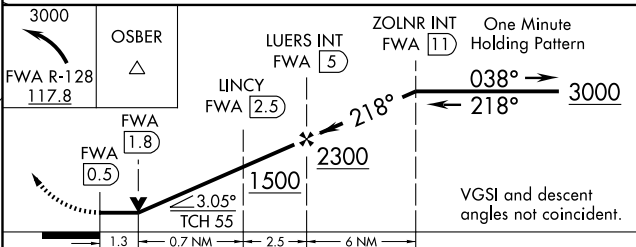
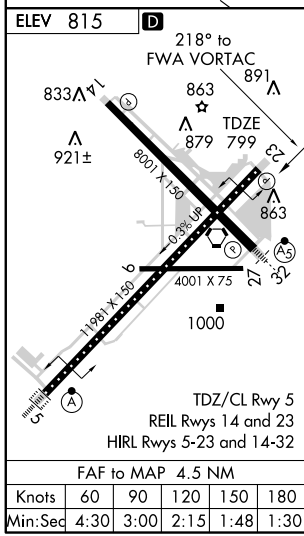
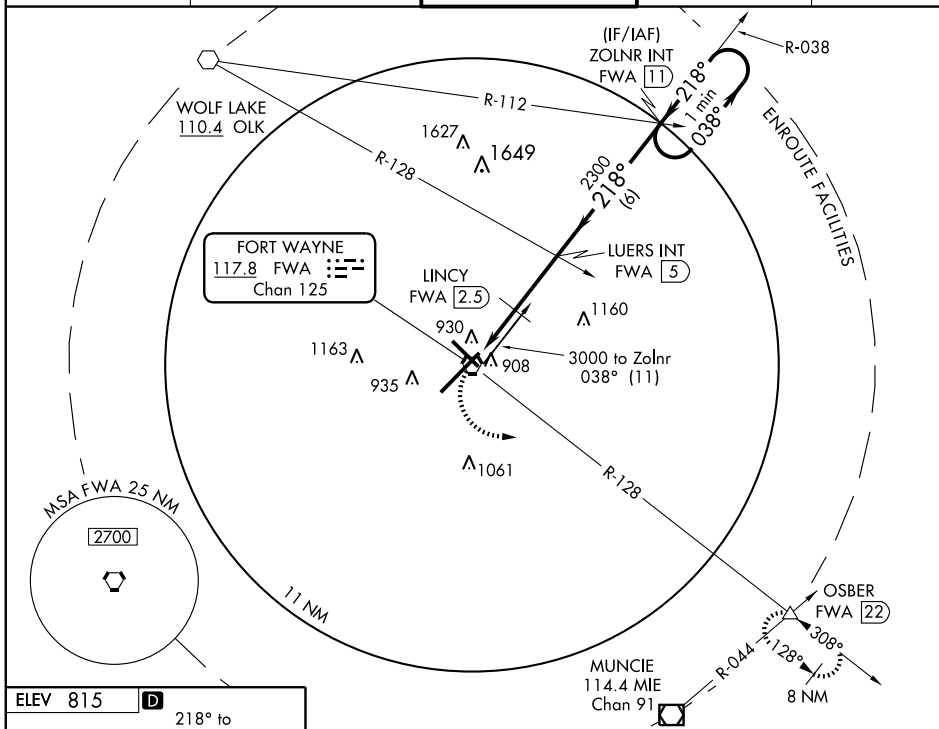


VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>218°</b>	Rwy Idg TDZE <b>799</b> Apt Elev <b>815</b>
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# VOR or TACAN RWY 23

## FORT WAYNE INTL (F'WA)

<b>ASR</b> 		<b>MISSED APPROACH:</b> Climbing left turn to 3000 via FWA R-128 to OSBER Int/22 DME and hold.		
ATIS <b>121.25 349.0</b>	FORT WAYNE APP CON <b>127.2 284.6</b>	<b>FORT WAYNE TOWER</b> <b>119.1 272.725</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>124.75</b>



CATEGORY	A	B	C	D	E
S-23	1500-1 701 (700-1)		1500-2 701 (700-2)	1500-2½ 701 (700-2½)	1500-2½ 701 (700-2½)
CIRCLING	1500-1 685 (700-1)		1500-2 685 (700-2)	1500-2½ 685 (700-2½)	1520-2½ 705 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300-1 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1320-1 505 (600-1)		1320-1½ 505 (600-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

GPS RWY 13

FORT WAYNE/ SMITH FIELD (SMD)

APP CRS	Rwy Idg	2203
133°	TDZE	834
	Apt Elev	834

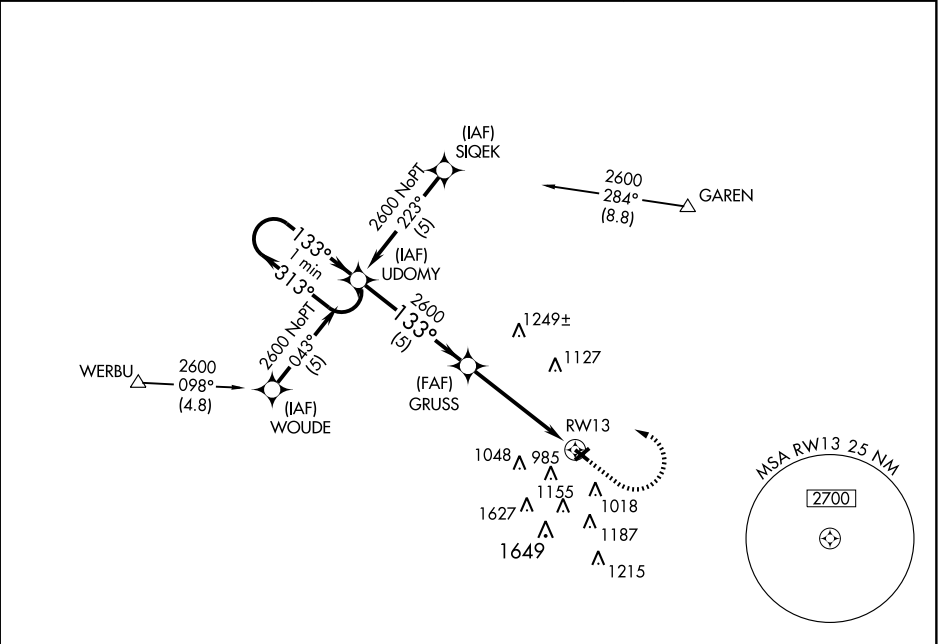
▼

▲ NA

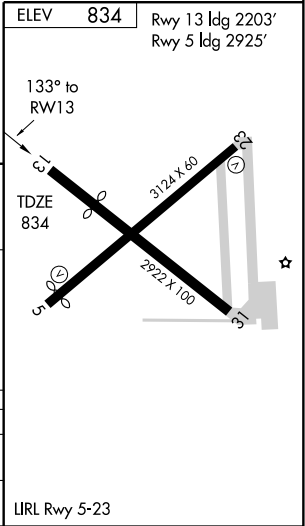
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct UDOMY WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF)



One Minute Holding Pattern			
UDOMY			
GRUSS			
2600 ← 313° 133° → 2600			
1.1 NM to RW13			
3.25° TCH 40			
5 NM 3.9 NM 1.1			
CATEGORY	A	B	C
S-13	1240-1	406 (500-1)	1240-1¼ 406 (500-1¼)
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)



VOR OLK	APP CRS	Rwy Idg	2203
110.4	115°	TDZE	834
		Apt Elev	834

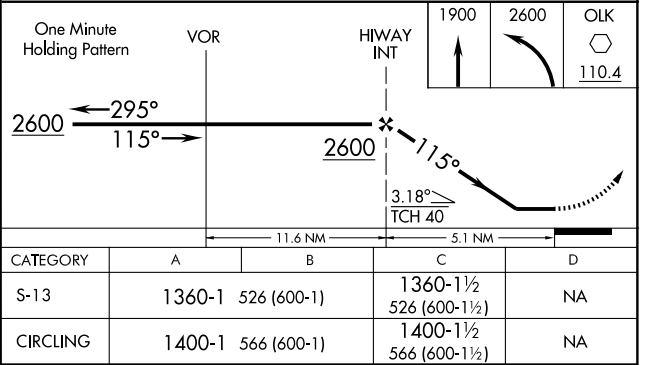
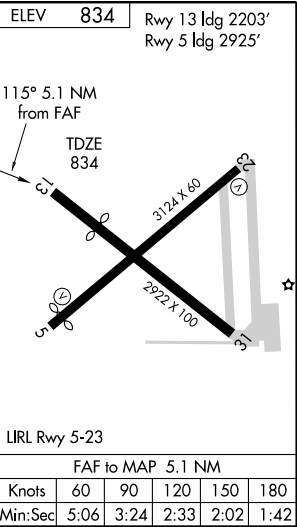
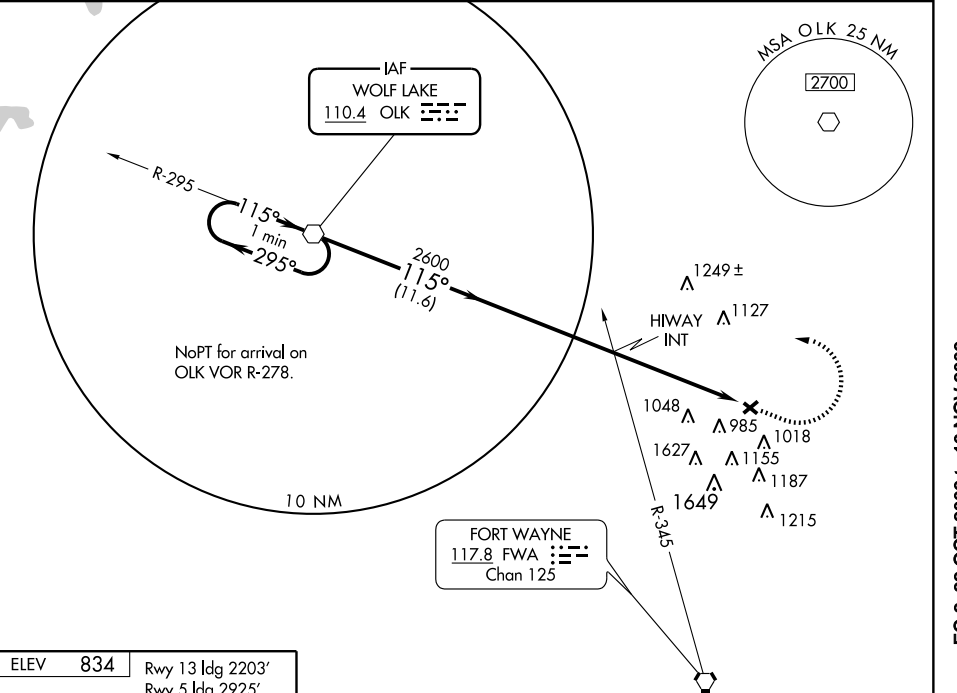
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Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF)





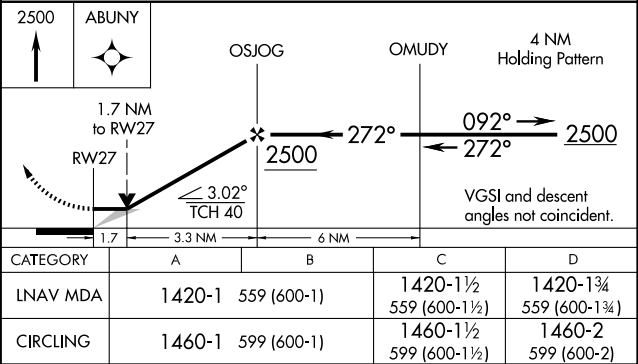
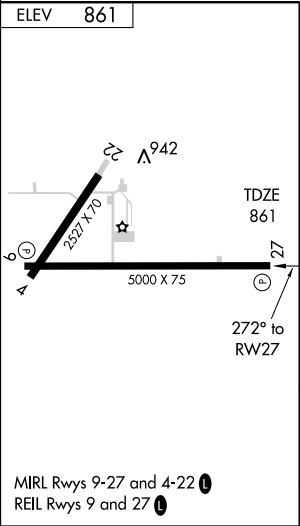
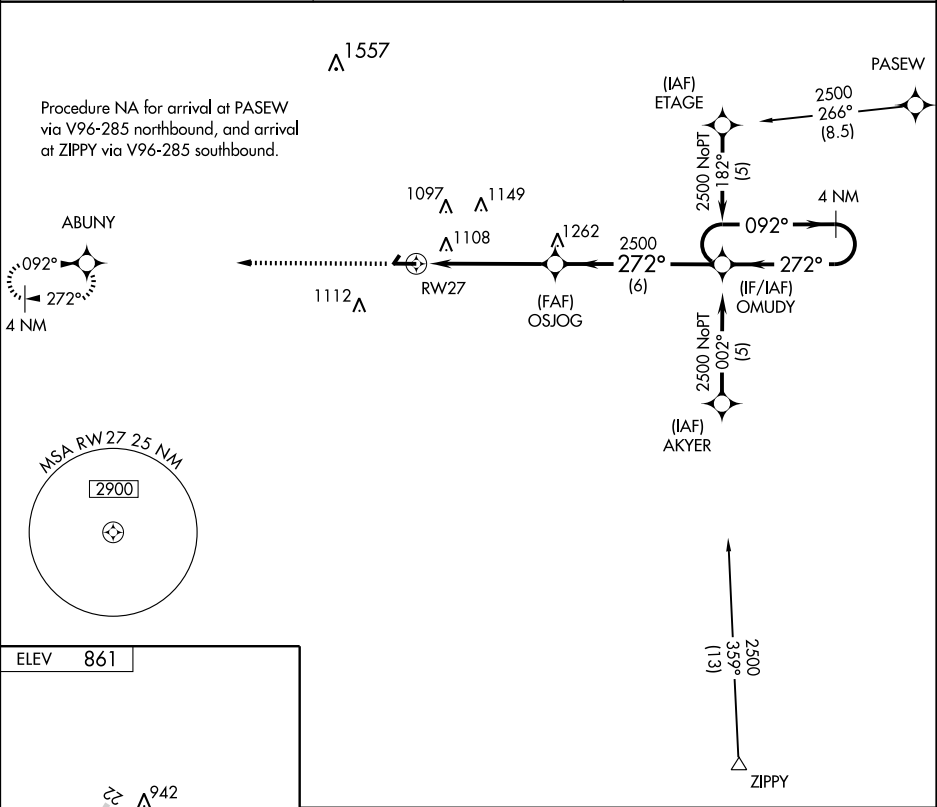
EC-2 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
272°	TDZE	861
	Apt Elev	861

RNAV (GPS) RWY 27  
FRANKFORT MUNI (FKR)

NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500 direct ABUNY WP and hold.
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AWOS-3 124.325	CHICAGO CENTER 123.85 343.95	UNICOM 123.0 (CTAF)
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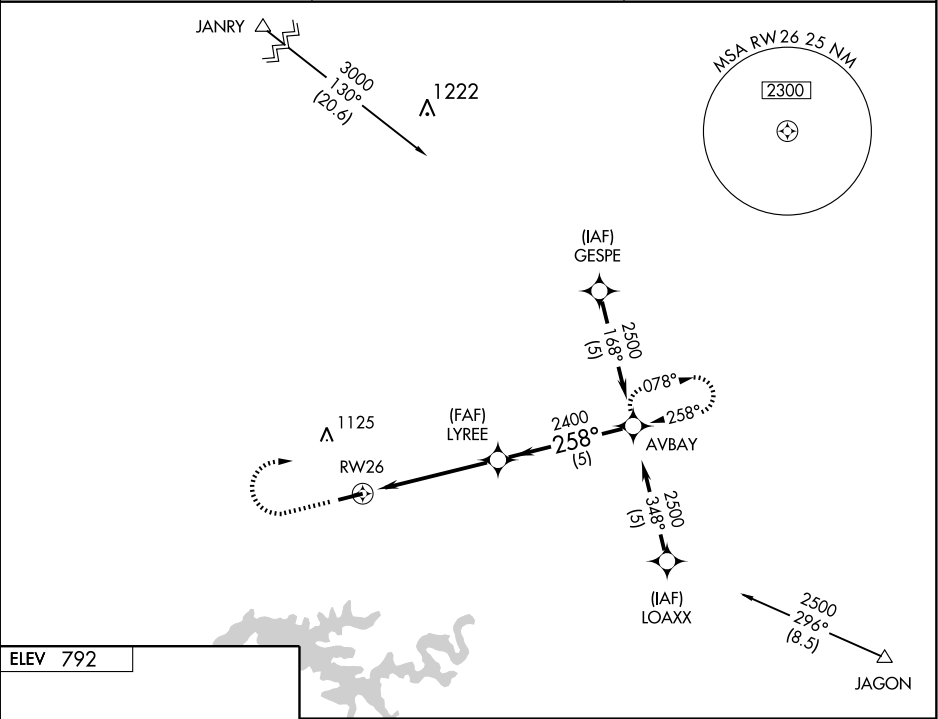
APP CRS	Rwy Idg	5500
258°	TDZE	792
	Apt Elev	792

GPS RWY 26  
FRENCH LICK MUNI (FRH)

Use Louisville/Standiford altimeter setting.

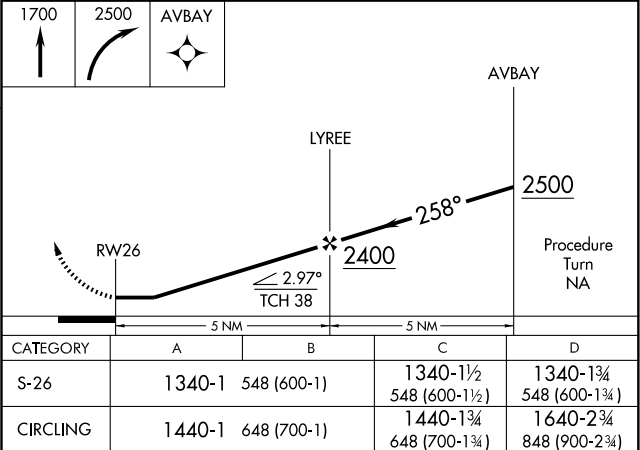
MISSED APPROACH: Climb to 1700, then climbing right turn to 2500 direct AVBAY WP and hold.

AWOS-3 118.075	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) 0
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ELEV 792

MIRL Rwy 8-26 0  
REIL Rwy 26



APP CRS	Rwy Idg	5500
078°	TDZE	792
	Apt Elev	792

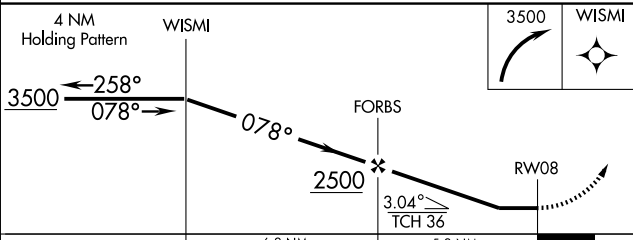
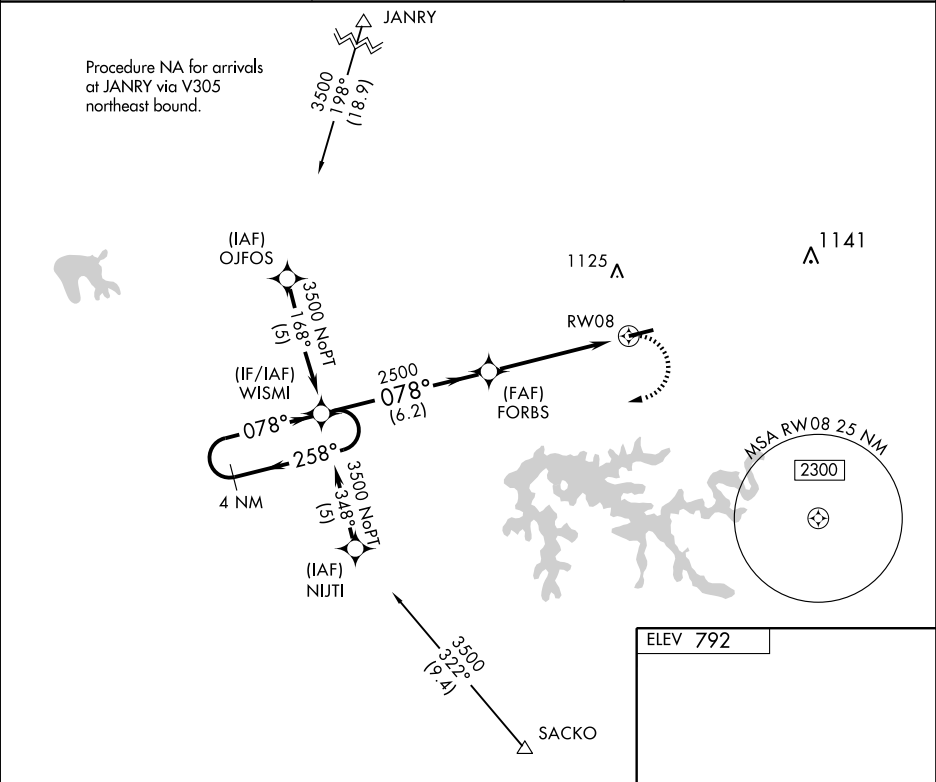
RNAV (GPS) RWY 8  
FRENCH LICK MUNI (F.R.H.)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and D visibility ½ mile, and increase Cat C Circling visibility ¼ mile and Cat D Circling visibility ½ mile.

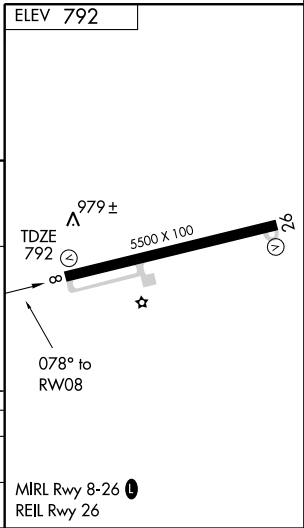
**▲** NA

MISSED APPROACH: Climbing right turn to 3500 direct WISMI and hold.

AWOS-3 118.075	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1240-1	448 (500-1)	1240-1¼ 448 (500-1¼)	1240-1½ 448 (500-1½)
CIRCLING	1280-1	488 (500-1)	1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)





87°24.0'

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CHICAGO APP CON  
 118.4 388.0  
 GARY ATIS  
 120.625  
 MIDWAY ATIS  
 132.75



CHICAGO MIDWAY INTL

GARY/CHICAGO INTL



CHICAGO HEIGHTS  
 114.2 CGT  
 Chan 89  
 N41°30.60' - W87°34.29'

**VERTICAL NAVIGATION  
 PLANNING INFORMATION**

Expect clearance to cross at 6000'.

COKED  
 N41°25.25'  
 W87°31.43'

R-156  
 (9)

R-051  
 (12)

R-096  
 (18)

LUCIT  
 N41°13.94'  
 W87°25.42'

R-089  
 (10)

ZORRO  
 N41°04.80'  
 W87°20.59'

R-218  
 (16)

OXFAT  
 N40°47.32'  
 W87°11.42'

R-135  
 (15)

BOILER  
 115.1 BVT  
 Chan 98  
 N40°33.37' - W87°04.16'  
 L-27, H-5

KNOX  
 115.6 OXI  
 Chan 103

PEOTONE  
 113.2 EON  
 Chan 79

KANKAKEE  
 111.6 IKK  
 Chan 53

NOTE: Chart not to scale.

From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC.  
 Expect vectors to final approach course.

GARY, INDIANA

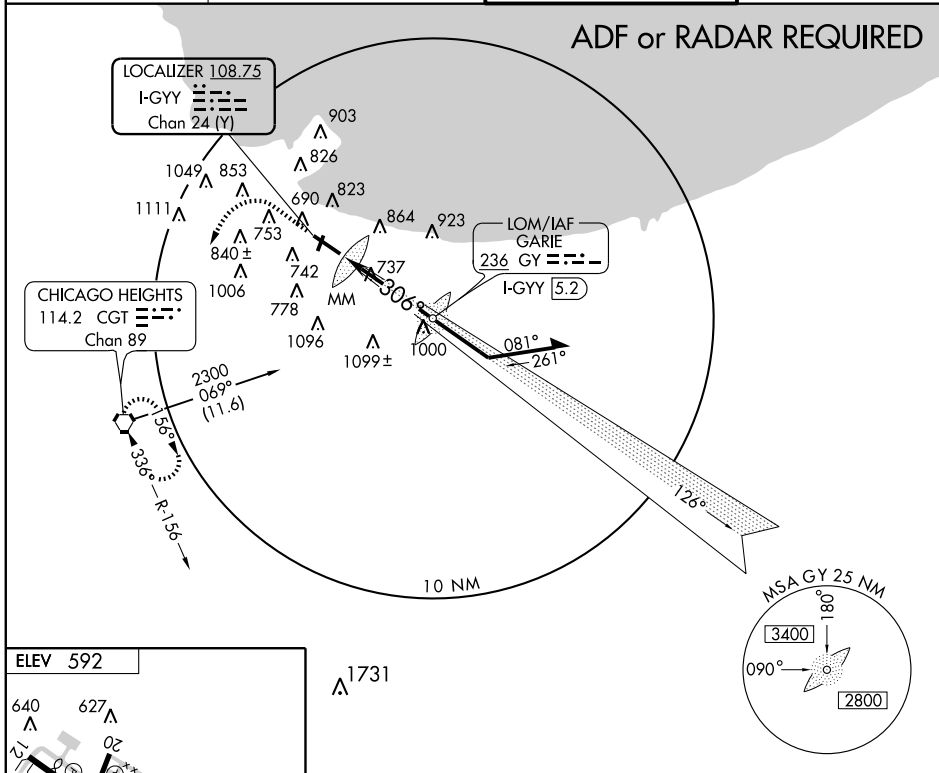
AL-748 (FAA)

LOC I-GYY <b>108.75</b> Chan <b>24 (Y)</b>	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>7003</b> <b>592</b> <b>592</b>
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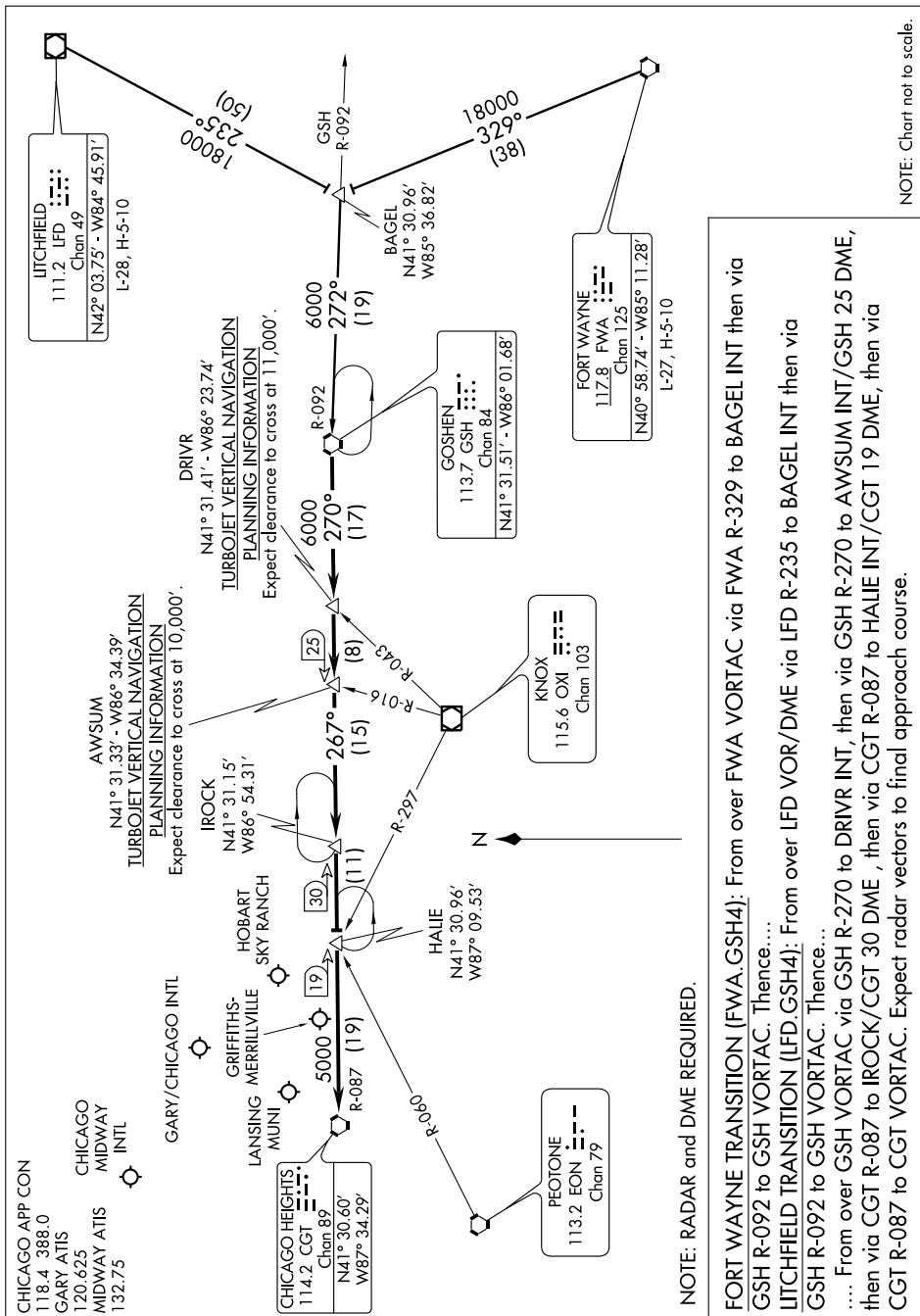
# COPTER ILS RWY 30

GARY/CHICAGO INTL (GYY)

		MALS R	MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.
ATIS <b>120.625</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>




<p><b>ELEV 592</b></p> <p>640 627</p> <p>3603 X 100</p> <p>662</p> <p>7003 X 150</p> <p>672</p> <p>306° 4 NM from FAF</p> <p>TDZE 592</p> <p>306°</p> <p>AS</p>		<p>1500</p> <p>2300</p> <p>CGT</p> <p>114.2</p>	<p>LOM</p> <p>1941</p> <p>126°</p> <p>306°</p> <p>2300</p> <p>2000</p> <p>GS 3.00°</p> <p>TCH 53</p>
<p>FAF to MAP 4 NM</p>		<p>CATEGORY</p> <p>S-ILS 30</p> <p>S-LOC 30</p> <p>CIRCLING</p>	
<p>Knots</p> <p>45 60 75 90 105</p>		<p>COPTER</p> <p>792-¼ 200 (200-¼)</p> <p>1000-¼ 408 (500-¼)</p> <p>NA</p>	
<p>Min:Sec</p> <p>5:20 4:00 3:12 2:40 2:17</p>			



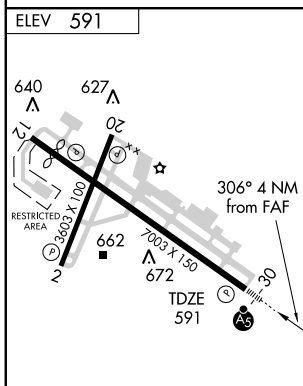
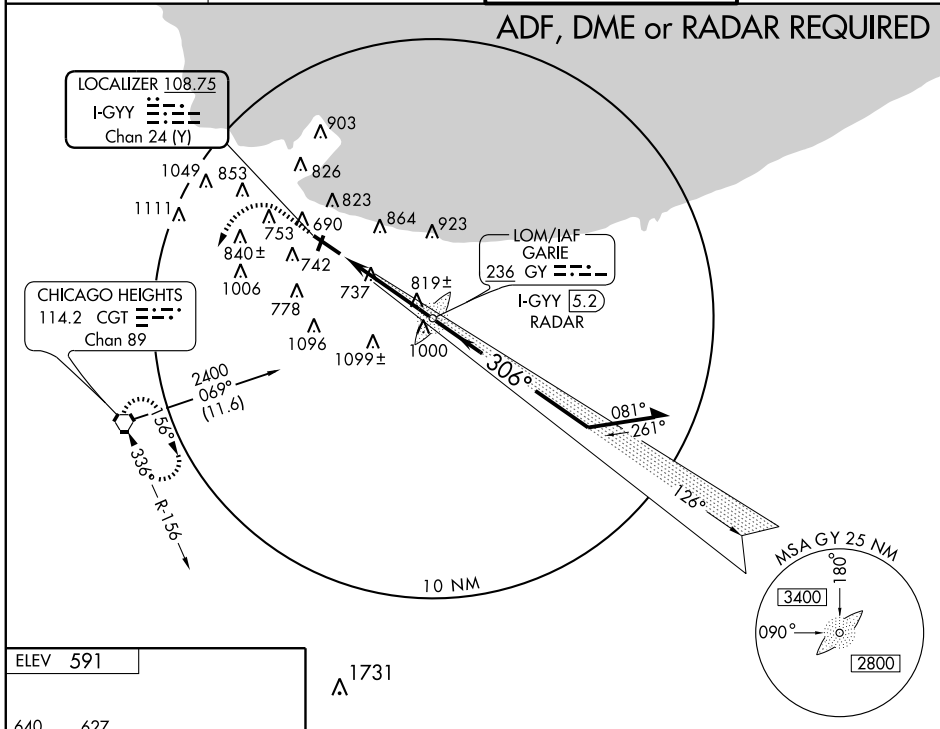
LOC/DME I-GYY <b>108.75</b> Chan <b>24 (Y)</b>	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev <b>7003</b> <b>591</b> <b>591</b>
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
# ILS or LOC RWY 30 GARY/CHICAGO INTL (GYY)

When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase DA to 838 feet, increase all MDAs 60 feet, S-LOC 30 Cat C visibility to RVR 5000 and Cat D visibility to RVR 6000, Circling Cat C visibility to 1 3/4 mile.

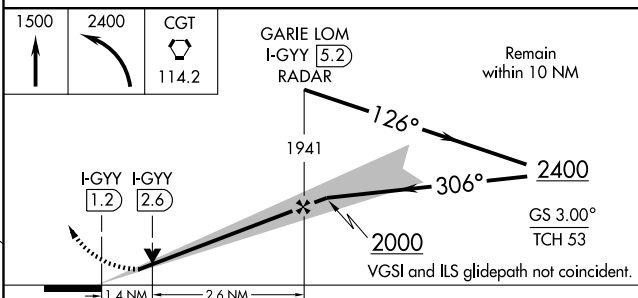
MALSR  MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS <b>120.625</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>
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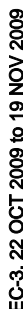


REIL Rwy 2, 12 and 20   
HIRL Rwy 12-30   
MIRL Rwy 2-20 

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 30	791/24 200 (200-1/2)			
S-LOC 30	1080/24 489 (500-1/2)		1080/40 489 (500-3/4)	1080/50 489 (500-1)
CIRCLING	1140-1 549 (600-1)		1180-1 1/2 589 (600-1 1/2)	1180-2 589 (600-2)



(NARRATIVE ON FOLLOWING PAGE)

NOTE: DME required.

## ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .

DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .

MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .

PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .

PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .

SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

AL-748 (FAA)

LOM GY	APP CRS	Rwy Idg	<b>7003</b>
<u><b>236</b></u>	<b>306°</b>	TDZE	<b>592</b>
		Apt Elev	<b>592</b>

NDB or GPS RWY 30  
GARY/CHICAGO INTL (GYY)



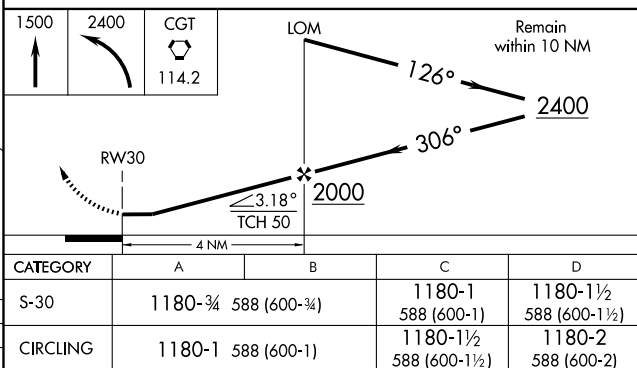
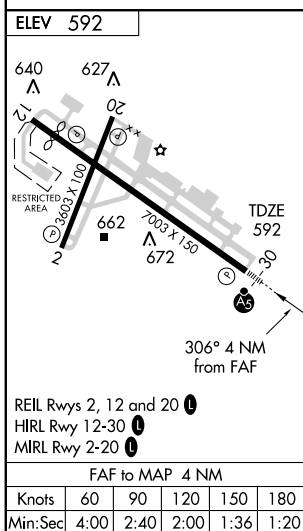
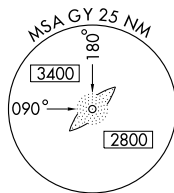
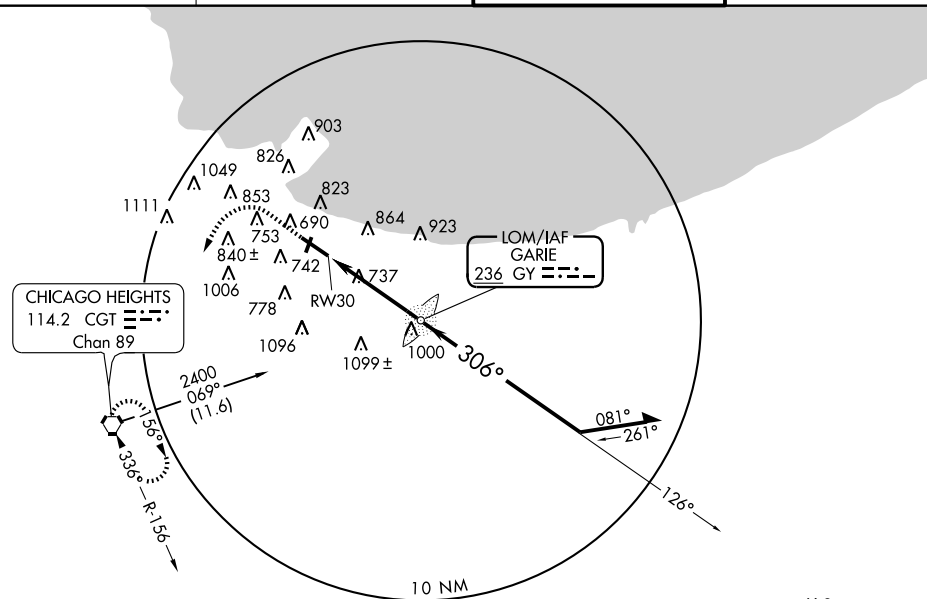
**MISSED APPROACH:** Climb to 1500, then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS  
120.625

CHICAGO APP CON  
133.1 285.6

GARY TOWER ★  
125.6 (CTAF) L

GND CON  
**121.9**



EC-2, 22 OCT 2009 to 19 NOV 2009



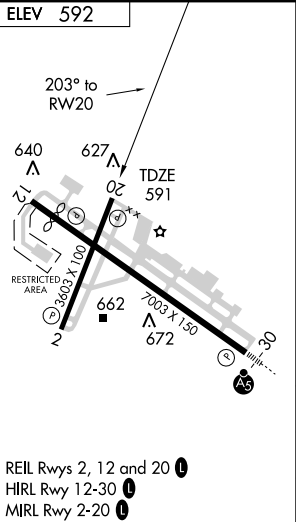
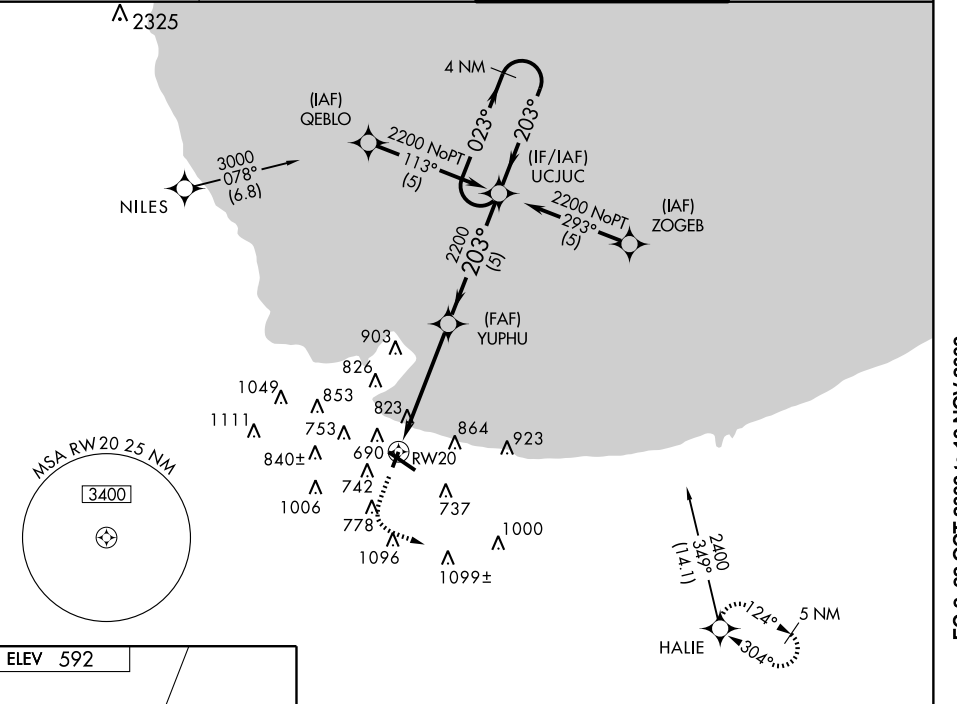
▼

▲ NA

GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS 120.625	CHICAGO APP CON 133.1 285.6	GARY TOWER ★ 125.6 (CTAF) 0	GND CON 121.9
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1500	2400	HALIE	4 NM Holding Pattern	
<p>YUPHU UCJUC</p> <p>203° 023°</p> <p>2200</p> <p>RW20</p> <p>3.00° TCH 50</p> <p>4.9 NM 5 NM</p> <p>VGSi and descent angles not coincident.</p>				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)	1080-1½ 489 (500-1½)	1080-1½ 489 (500-1½)	1080-2 588 (600-2)
CIRCLING	1140-1 548 (600-1)	1180-1½ 588 (600-1½)	1180-2 588 (600-2)	

REIL Rwy 2, 12 and 20  
HIRL Rwy 12-30  
MIRL Rwy 2-20

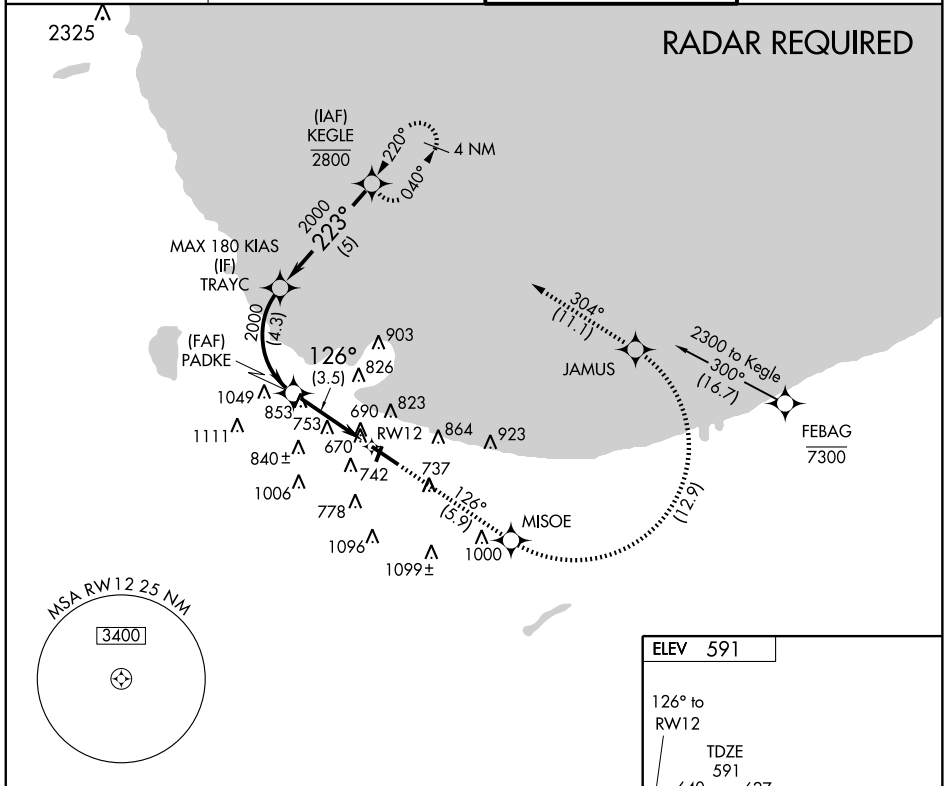
APP CRS <b>126°</b>	Rwy Idg TDZE Apt Elev	<b>6290</b> <b>591</b> <b>591</b>
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# RNAV (RNP) RWY 12

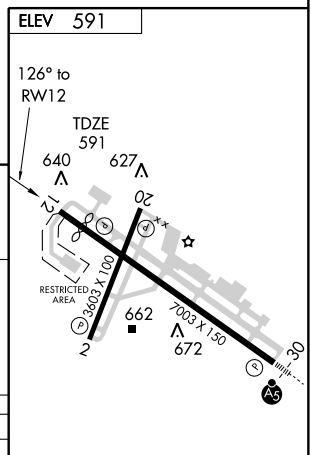
GARY/CHICAGO INTL (GYY)

<p><b>RF and GPS Required.</b> For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 38°C (100°F).  <b>Procedure NA</b> for wingspans greater than 136 feet.  <b>Visibility reduction by helicopters NA.</b> Procedure NA at night.</p>	<p><b>MISSED APPROACH:</b> Climb to 2300 via 126° track to MISOE, left radius turn to JAMUS, 304° track to KEGLE and hold.</p>
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<p>ATIS <b>120.625</b></p>	<p>CHICAGO APP CON <b>133.1 285.6</b></p>	<p>GARY TOWER ★ <b>125.6 (CTAF) 0</b></p>	<p>GND CON <b>121.9</b></p>
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MAX 180 KIAS TRAYC	PADKE	2300	MISOE	JAMUS	KEGLE
Procedure Turn NA	126° TRK	304° TRK			
2000	2000	2000	2000	2000	2000
GP 3.60° TCH 65	4.3 NM	3.5 NM			
CATEGORY	A	B	C	D	
RNP 0.13 DA	923-1	332 (400-1)		NA	



**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

REIL Rwy 12, 20 and 30

HIRL Rwy 12-30

MIRL Rwy 2-20

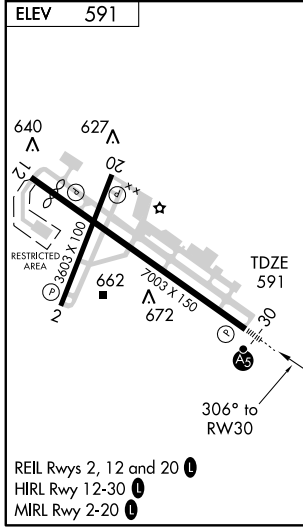
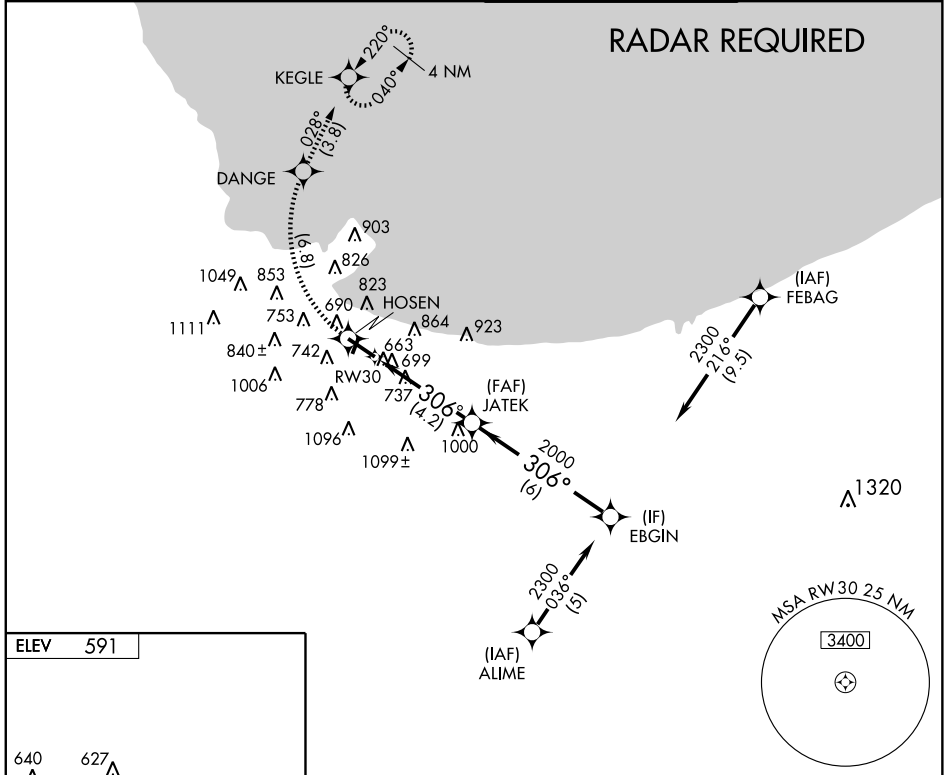
APP CRS <b>306°</b>	Rwy Idg <b>7003</b>
TDZE <b>591</b>	
Apt Elev <b>591</b>	

# RNAV (RNP) RWY 30

GARY/CHICAGO INTL (GYY)

<p><b>▼</b> For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 47°C (117°F).</p> <p><b>▲ NA</b> For inoperative MALSR, increase RNP 0.13 visibility to 1¼ all Cats. RF and GPS REQUIRED.</p>	<p><b>MALSR</b></p> <p><b>AS</b></p>	<p><b>MISSED APPROACH:</b> Climb to 2100 via 306° track to HOSEN, right radius turn to DANGE, 028° track to KEGLE and hold.</p>
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<p><b>ATIS</b></p> <p><b>120.625</b></p>	<p><b>CHICAGO APP CON</b></p> <p><b>133.1 285.6</b></p>	<p><b>GARY TOWER ★</b></p> <p><b>125.6 (CTAF) 0</b></p>	<p><b>GND CON</b></p> <p><b>121.9</b></p>
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<p>2100</p> <p>↑</p> <p>TRK 306°</p>	<p>HOSEN</p> <p>↗</p>	<p>DANGE</p> <p>↘</p> <p>TRK 028°</p>	<p>KEGLE</p> <p>↘</p>
<p># TCH: 641 MSL</p>			
<p>JATEK</p> <p>2000</p> <p>306°</p> <p>2300</p> <p>GS 3.00°</p> <p>TCH 50 #</p>			
<p>RW30</p> <p>4.2 NM</p> <p>6 NM</p>			
<p><b>CATEGORY</b></p> <p><b>RNP 0.13 DA</b></p>	<p><b>A</b></p>	<p><b>B</b></p>	<p><b>C</b></p>
<p>936-¾ 345 (400-¾)</p>			
<p><b>SPECIAL AIRCRAFT &amp; AIRCREW AUTHORIZATION REQUIRED</b></p>			

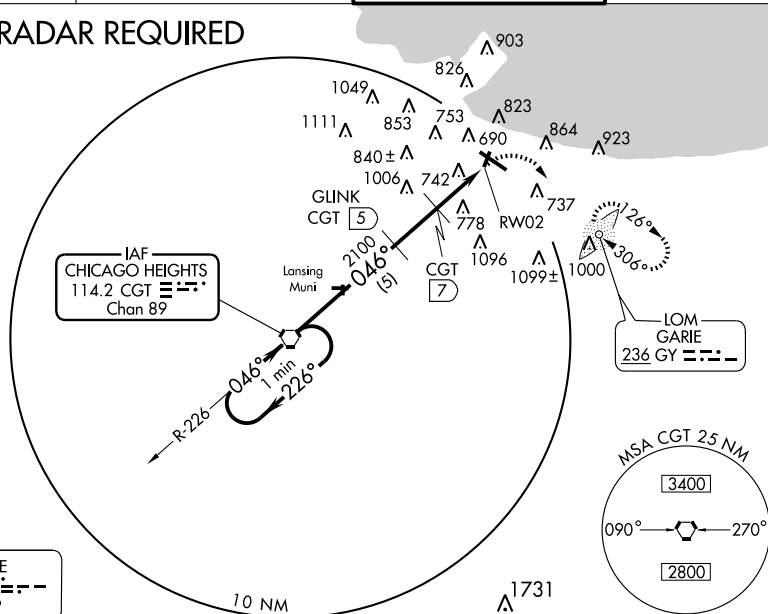
# VOR/DME or GPS RWY 2

GARY/CHICAGO INTL (GYG)

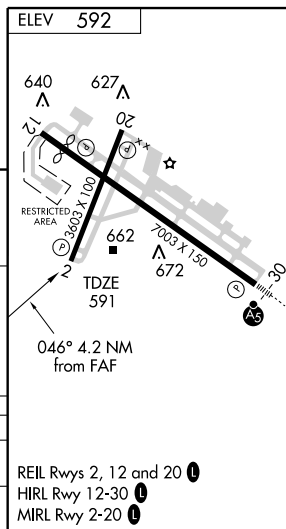
VORTAC CGT <b>114.2</b> Chan <b>89</b>	APP CRS <b>046°</b>	Rwy Idg TDZE Apt Elev	<b>3603</b> <b>591</b> <b>592</b>
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		MISSED APPROACH: Climbing right turn to 2400 direct GY LOM and hold.	
ATIS <b>120.625</b>	CHICAGO APP CON <b>133.1 285.6</b>	GARY TOWER ★ <b>125.6 (CTAF) 0</b>	GND CON <b>121.9</b>

## ADF or RADAR REQUIRED



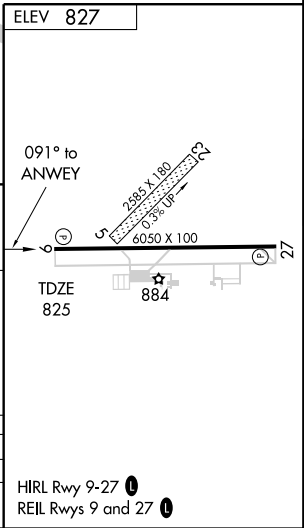
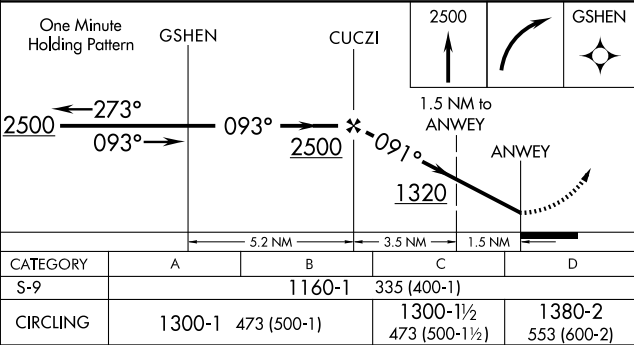
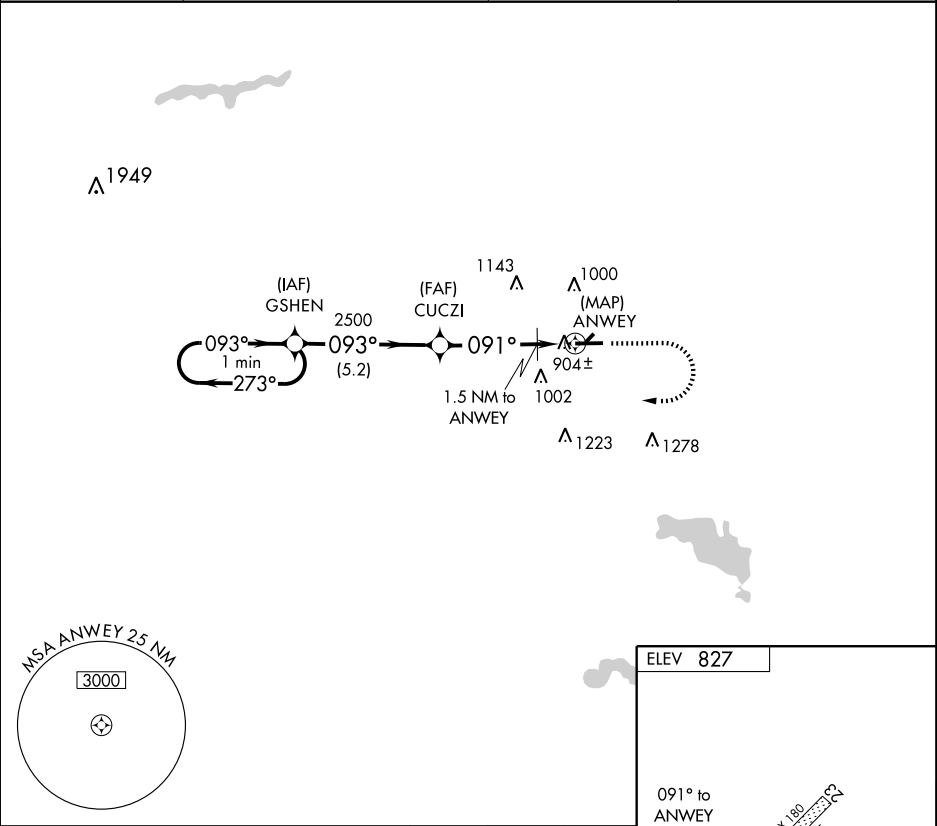
One Minute Holding Pattern <b>2300</b> ← <b>226°</b> / <b>046°</b> →				
VORTAC <b>2100</b> * <b>1360</b> <b>5 NM</b> <b>2</b> <b>2.2 NM</b>				
CATEGORY	A	B	C	D
S-2	1040-1 449 (500-1)		1040-1¼ 449 (500-1¼)	1040-1½ 449 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)



GPS RWY 9  
GOSHEN MUNI (GSH)



APP CRS	Rwy Idg	6050
091°	TDZE	825
	Apt Elev	827

▲ NA		MISSED APPROACH: Climb to 2500 then right turn direct GSHEN WP and hold.	
ASOS 121.45	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 125.25	UNICOM 123.05 (CTAF) 0



LOC I-GSH <b><u>108.3</u></b>	APP CRS <b>273°</b>	Rwy Idg TDZE Apt Elev	<b>6050</b> <b>827</b> <b>827</b>
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ILS or LOC RWY 27  
GOSHEN MUNI (GSH)

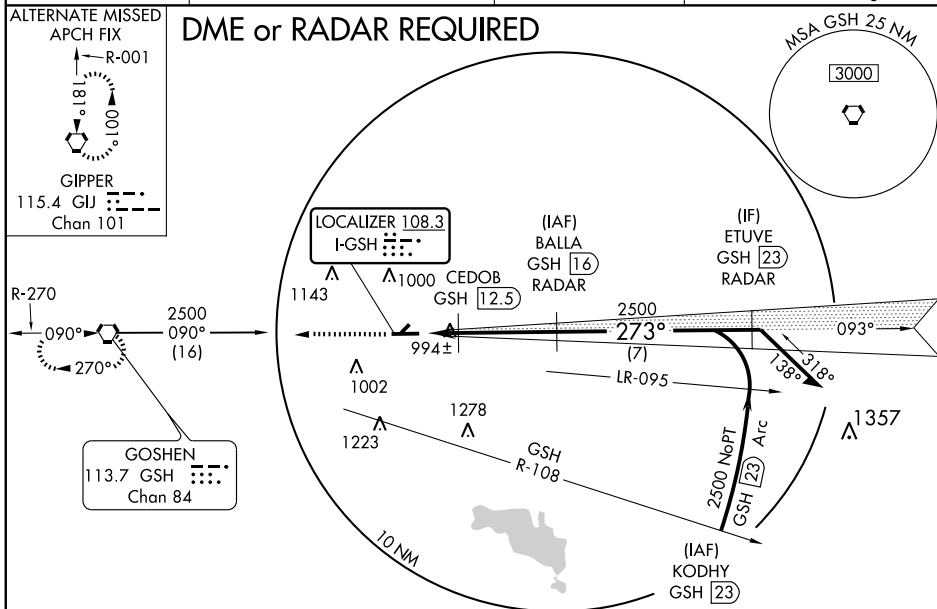
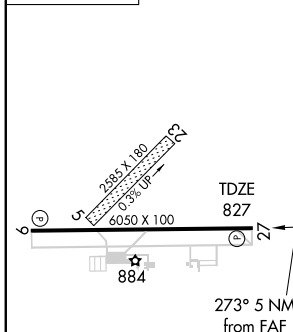
	DME or RADAR Required. Visibility reduction by helicopters NA
	When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility 1/4 mile.

**MISSED APPROACH:** Climb to 2500  
direct GSH VORTAC and hold.

ASOS <b>121.45</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>125.25</b>	UNICOM <b>123.05 (CTAF) L</b>
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ALTERNATE MISSED  
APCH FIX  
R-001  
181°  
001°  
GIPPER  
115.4 GJ  
Chan 101

## DME or RADAR REQUIRED

ELEV 827

HIRL Rwy 9-27 **L**  
REIL Rwys 9 and 27 **L**

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

\*LOC Only.

Remain within 10 NM

CEDOB  
GSH [12.5]

GSH [11]

BALLA  
GSH [16]  
RADAR

ETUVE  
GSH [23]/ RADAR

273° - \*

273°

2500

2500

VGSi and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 27		1027-¾	200 (200-¾)	
S-LOC 27	1360-1	533 (600-1)	1360-1½ 533 (600-1½)	1360-1¾ 533 (600-1¾)
CIRCLING	1360-1	533 (600-1)	1360-1½ 533 (600-1½)	1380-2 553 (600-2)

**CEDOB FIX MINIMUMS**

	A	B	C	D
S-LOC 27	1300-1	473 (500-1)	1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

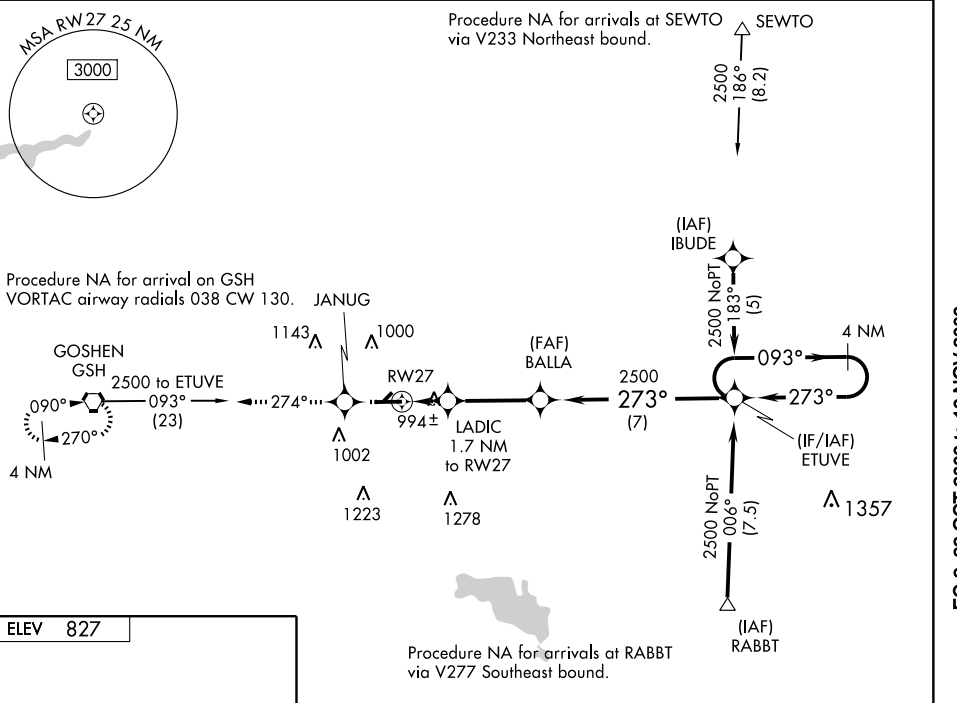
▼

▲

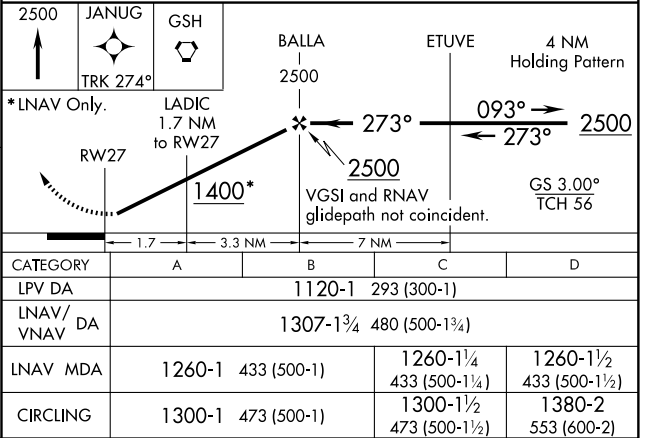
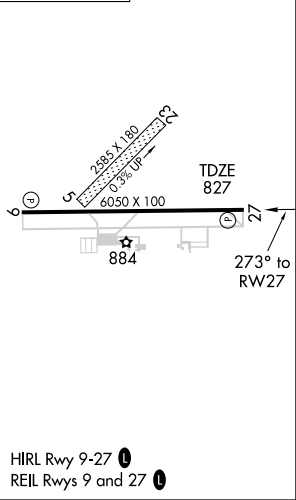
Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON *	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) 0



ELEV 827



EC-2: 22 OCT 2009 to 19 NOV 2009

VORTAC GSH <b>113.7</b> Chan <b>84</b>	APP CRS <b>090°</b>	Rwy Idg <b>6050</b> TDZE <b>825</b> Apt Elev <b>827</b>
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VOR RWY 9  
GOSHEN MUNI (GSH)

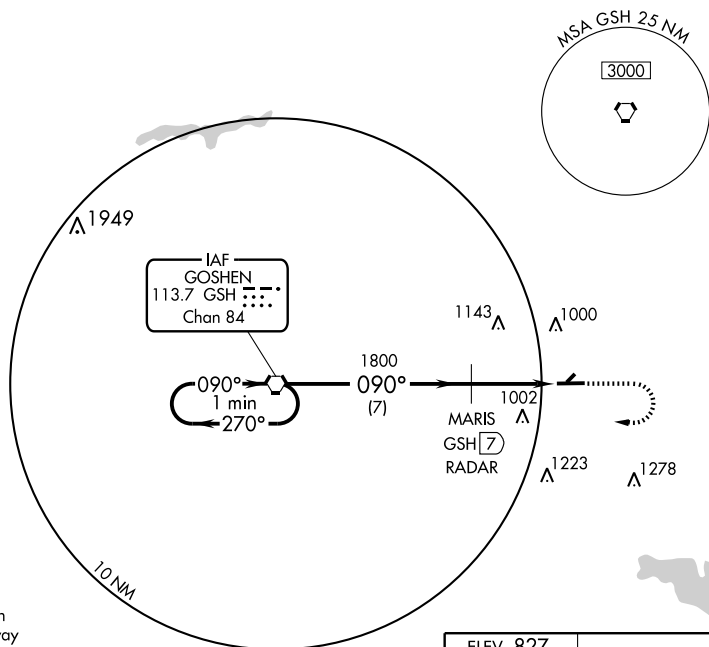
**MISSED APPROACH:** Climb to 2500 then right turn direct GSH VORTAC and hold.

ASOS  
121.45

SOUTH BEND APP CON ★  
132.05 257.8

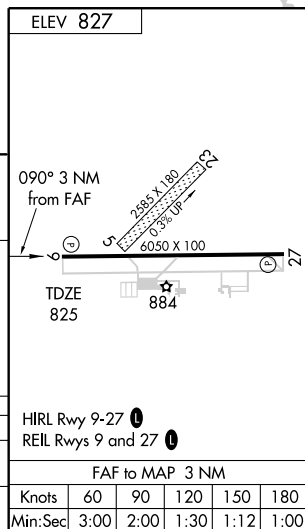
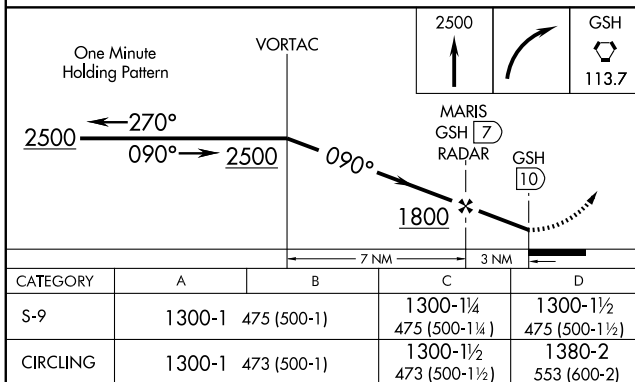
CLNC DEL  
**125.25**

UNICOM  
123.05 (CTAF) **L**



NoPT for arrivals on  
GSH VORTAC airway  
radials 181 CW 318

DME or RADAR REQUIRED

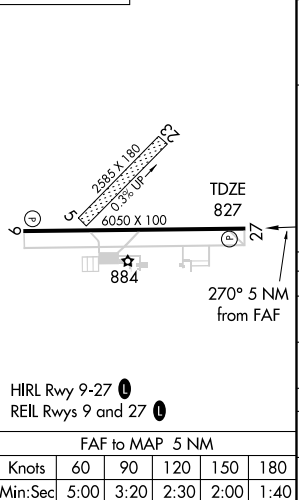
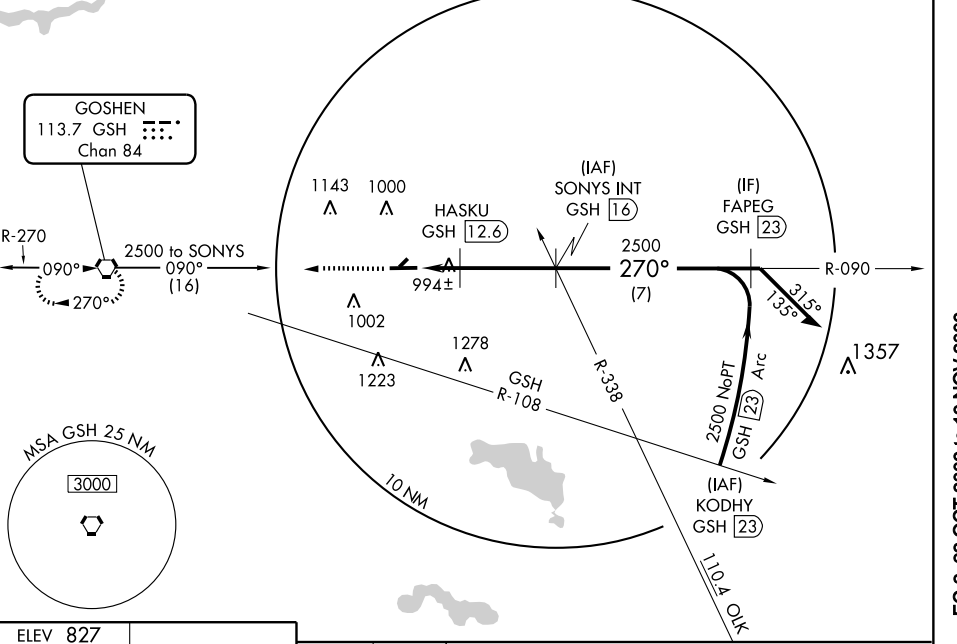




Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all MDAs 40 feet and increase Hasku Fix Minimums S-27 Cats C/D visibility ¼ mile. Descent angle NA when using Warsaw Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS 121.45	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 125.25	UNICOM 123.05 (CTAF) 0
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2500

↑

GSH

113.7

\*1420 when using Warsaw Muni altimeter setting.

SONYS INT

GSH 16

Remain within 10 NM

HASKU

GSH 12.6

3.04°

TCH 51

GSH 11

270°

1380\*

090°

270°

2500

FAPEG

GSH 23

2500

1.6 NM

3.4 NM

7 NM

CATEGORY	A	B	C	D
S-27	1380-1	553 (600-1)	1380-1½ 553 (600-1½)	1380-1¾ 553 (600-1¾)
CIRCLING	1380-1	553 (600-1)	1380-1½ 553 (600-1½)	1380-2 553 (600-2)

HASKU FIX MINIMUMS

S-27	1300-1	473 (500-1)	1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1	473 (500-1)	1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2: 22 OCT 2009 to 19 NOV 2009

NDB RWY 18

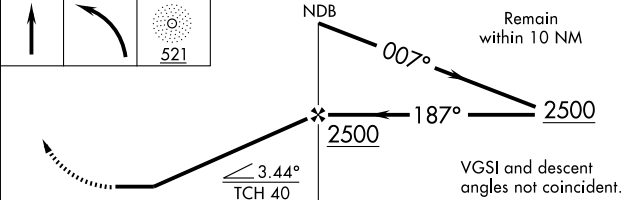
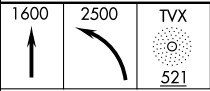
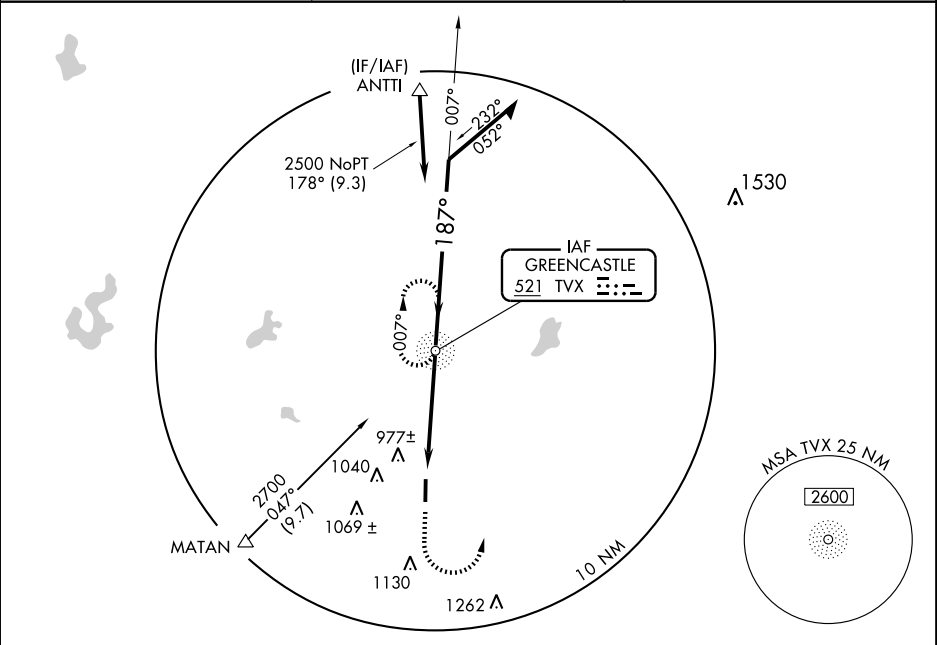
GREENCASTLE/PUTNAM COUNTY (417)

NDB TVX	APP CRS	Rwy Idg	4987
521	187°	TDZE	842
		Apt Elev	842

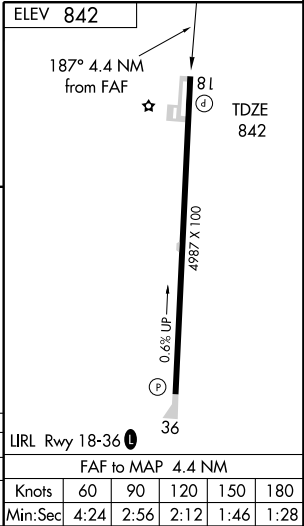
**▼** If local altimeter setting not received, use Indianapolis  
**▲ NA** Intl altimeter setting and increase all MDAs 80 feet.

**MISSED APPROACH:** Climb to 1600 then climbing  
left turn to 2500 direct TVX NDB and hold.

AWOS-3 118.125	INDIANAPOLIS APP CON 119.05	UNICOM 122.8 (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-18	1280-1	438 (500-1)	NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	



LRL Rwy 18-36 <b>0</b>	FAF to MAP 4.4 NM				
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

WAAS CH <b>86906</b> <b>W18A</b>	APP CRS <b>184°</b>	Rwy Idg <b>4987</b> TDZE <b>842</b> Apt Elev <b>842</b>
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## RNAV (GPS) RWY 18

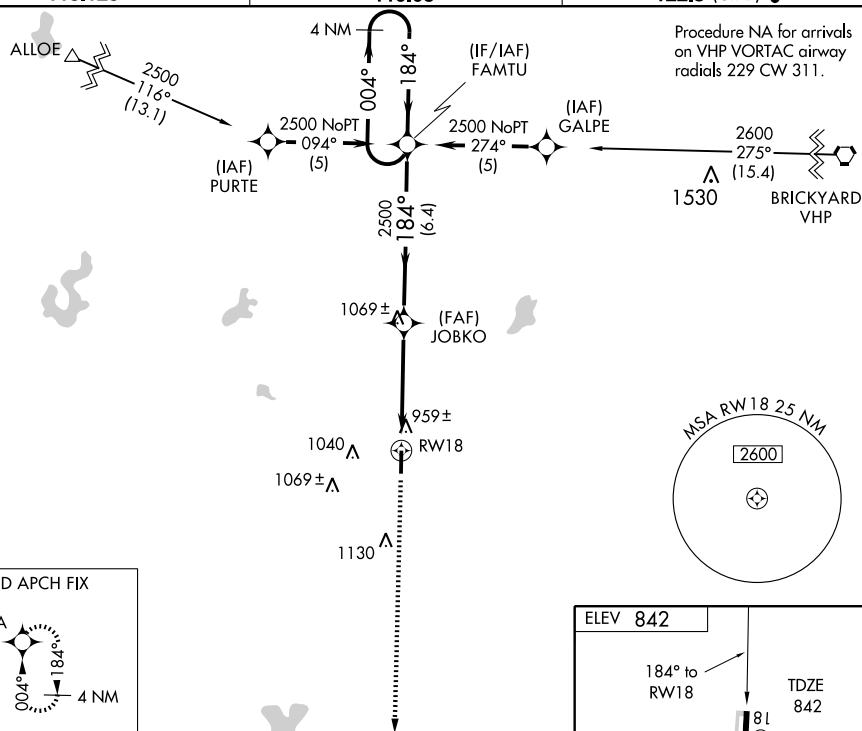
GREENCASTLE / PUTNAM COUNTY (4I7)

Baro-VNAV NA when using Indianapolis Intl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F)  
or above 54°C (130°F). Visibility reduction by helicopters NA.  
DME/DME RNP-0.3 NA. When local altimeter setting not received, use  
Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and  
increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.

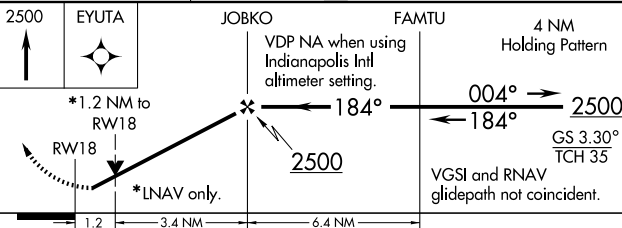
MISSED APPROACH: Climb to 2500  
direct EYUTA and hold.

AWOS-3  
118.125

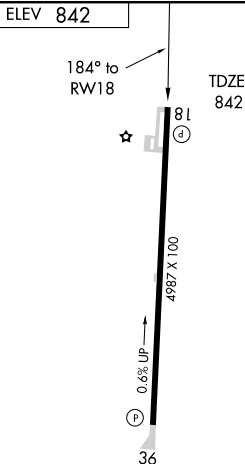
INDIANAPOLIS APP CON  
119.05

UNICOM  
122.8 (CTAF) **L**

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	1192-1¼	350 (400-1¼)		NA
LNAV/ VNAV DA	1262-1½	420 (500-1½)		NA
LNAV MDA	1240-1	398 (400-1)		NA
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)		NA

LIRL Rwy 18-36 **L**

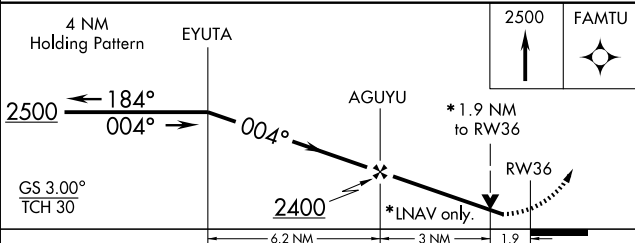
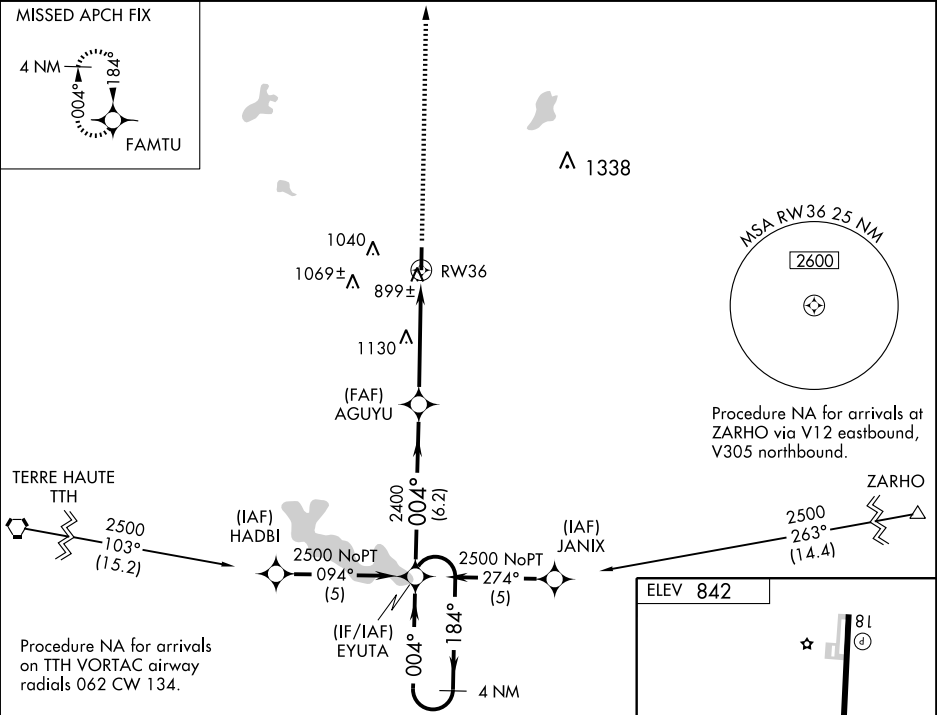
WAAS CH <b>40306</b> <b>W36A</b>	APP CRS <b>004°</b>	Rwy Idg <b>4987</b> TDZE <b>829</b> Apt Elev <b>842</b>
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**RNAV (GPS) RWY 36**  
GREENCASTLE / PUTNAM COUNTY (417)

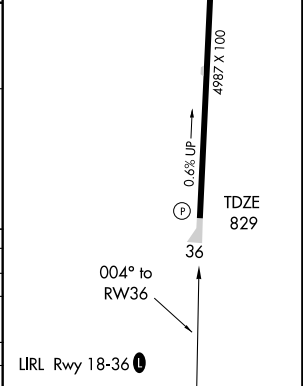
Baro-VNAV NA when using Indianapolis Intl altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.  
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.  
VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

AWOS-3 <b>118.125</b>	INDIANAPOLIS APP CON <b>119.05</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	1123-1¼	294 (300-1¼)		NA
LNNAV/VNAV DA	1242-1½	413 (400-1½)		NA
LNNAV MDA	1440-1	611 (600-1)		NA
CIRCLING	1440-1	598 (600-1)		NA



VORTAC VHP <b>116.3</b> Chan <b>110</b>	APP CRS <b>241°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>842</b>
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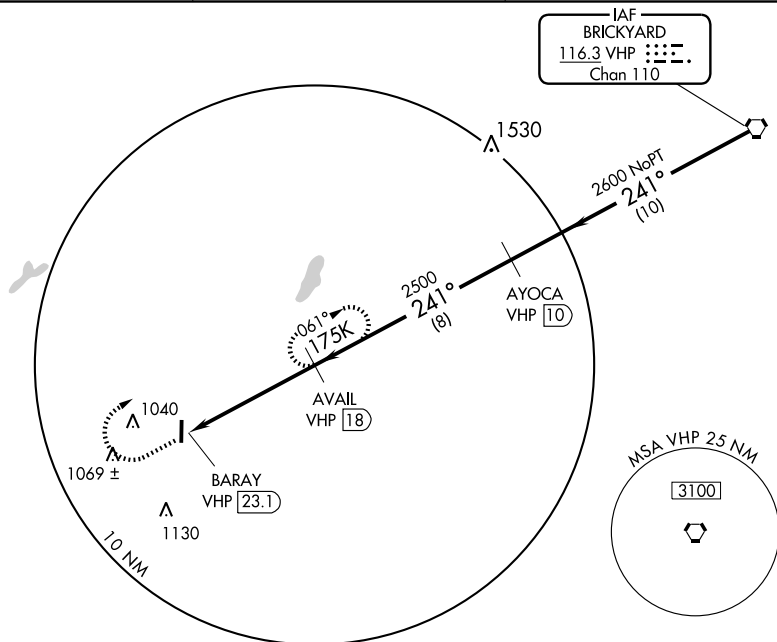
VOR/DME-A  
GREENCASTLE / PUTNAM COUNTY (417)

**T**  
**A** NA

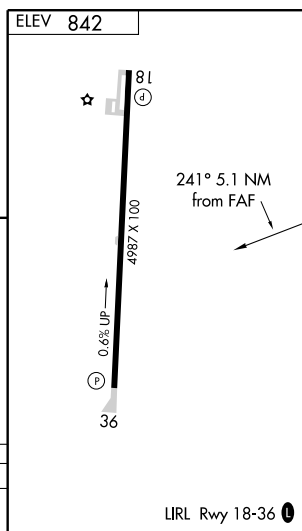
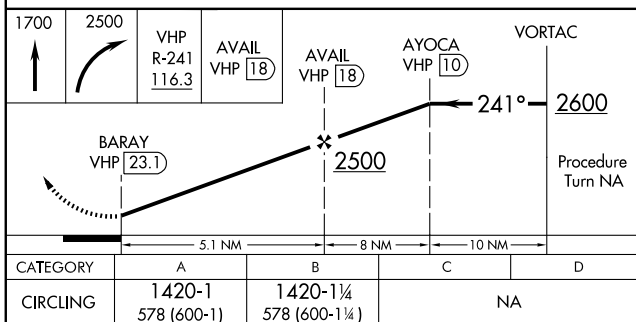
**MISSED APPROACH:** Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

AWOS-3  
118.125

INDIANAPOLIS APP CON  
119.05

UNICOM  
122.8 (CTAF) **L**

EC-2, 22 OCT 2009 to 19 NOV 2009



APP CRS	Rwy Idg	3333
014°	TDZE	912
	Apt Elev	912

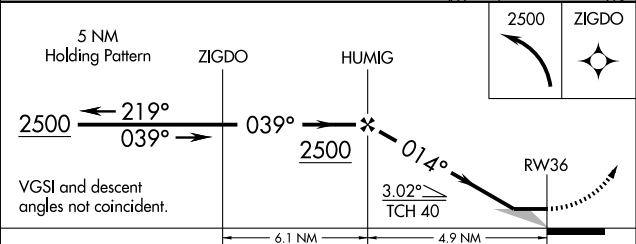
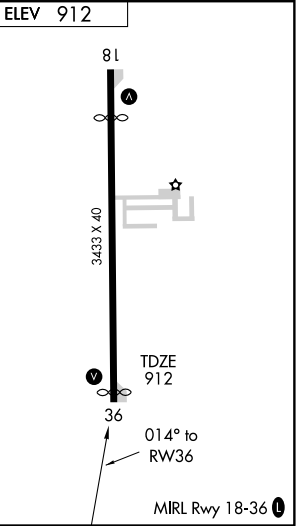
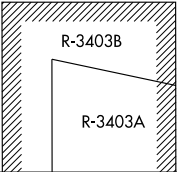
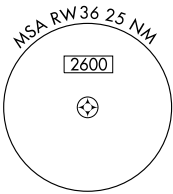
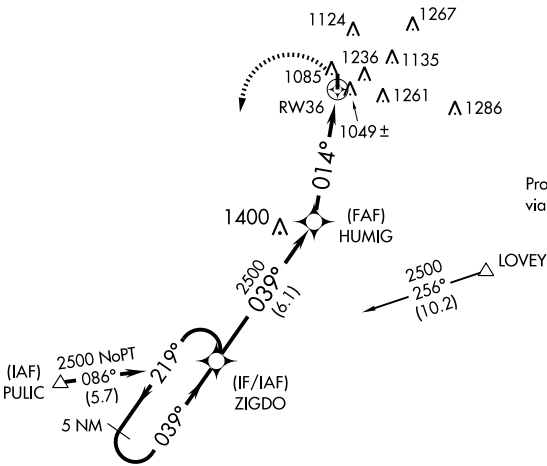
# RNAV (GPS) RWY 36

GREENSBURG MUNI (I34)

Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3 119.75	INDIANAPOLIS APP CON 127.15	CTAF <b>0</b> 122.9
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CATEGORY	A	B	C	D
LNAV MDA	1560-1	648 (700-1)	1560-1 3/4 648 (700-1 3/4)	NA
CIRCLING	1680-1 768 (800-1)	1680-1 1/4 768 (800-1 1/4)	1680-2 1/4 768 (800-2 1/4)	NA

VORTAC SHB 112.0 Chan 57	APP CRS 142°	Rwy Idg TDZE Apt Elev	N/A N/A 912
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VOR-A  
GREENSBURG MUNI (I34)

▼ Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via SHB R-142 to APODD INT/18 DME/RADAR and hold.

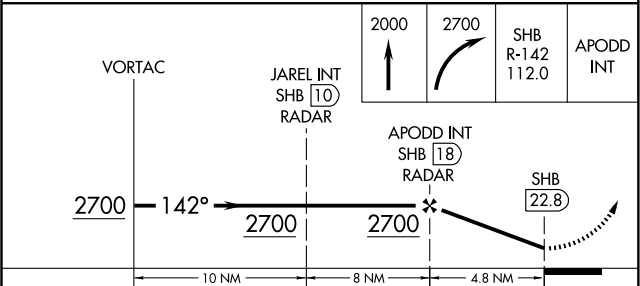
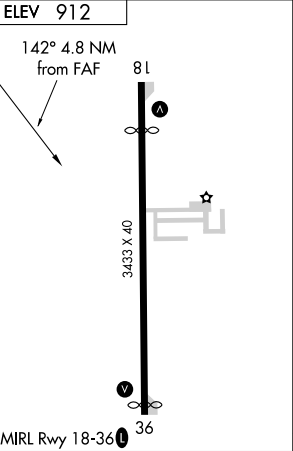
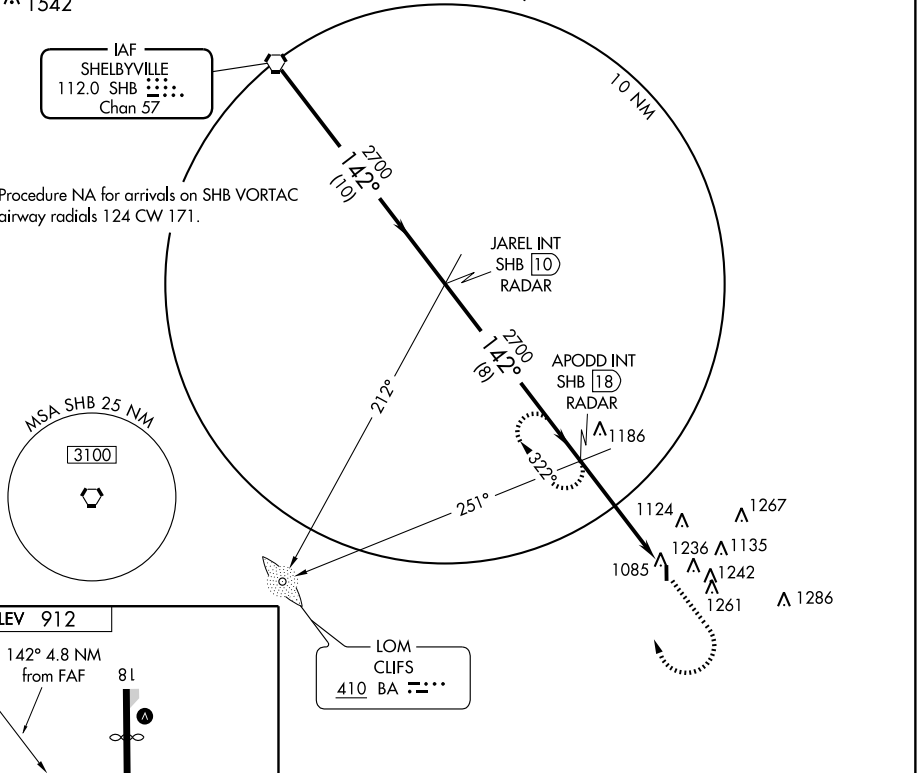
COLUMBUS MUNI AWOS-3  
119.75

INDIANAPOLIS APP CON  
127.15

CTAF 0  
122.9

△ 1542

ADF, DME or RADAR REQUIRED



FAF to MAP 4.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA
Min:Sec	4:48	3:12	2:24	1:55	1:36					





# RNAV (GPS) RWY 8

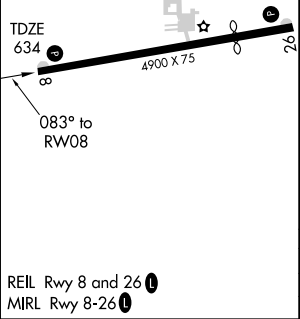
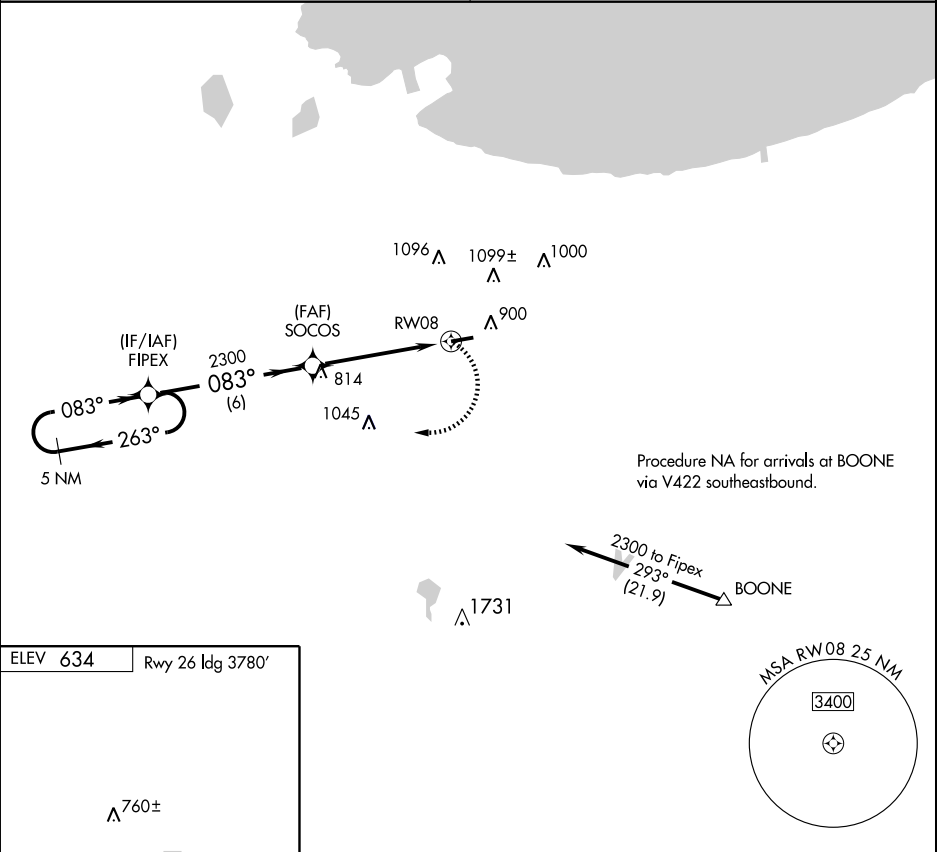
Griffith-Merrillville (Ø5C)

APP CRS <b>083°</b>	Rwy Idg <b>4900</b>
	TDZE <b>634</b>
	Apt Elev <b>634</b>

DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAf; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON <b>133.1 285.6</b>	UNICOM <b>123.0</b> (CTAF) <b>Ø</b>
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5 NM Holding Pattern				2300	FIPEX
FIPEX				SOCOS	
2300				2300	
VGSI and descent angles not coincident.				3.04° TCH 41	
6 NM				5 NM	
CATEGORY	A	B	C	D	
LNNAV MDA	1080-1	446 (500-1)	NA	NA	
CIRCLING	1200-1	566 (600-1)	NA	NA	

APP CRS	Rwy Idg	3780
263°	TDZE	632
	Apt Elev	634

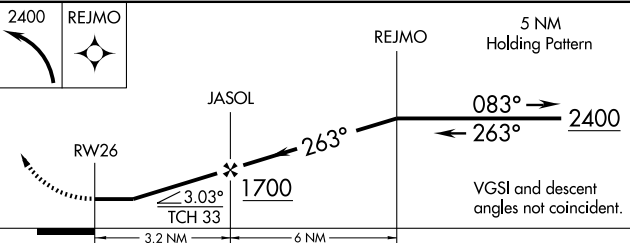
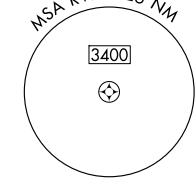
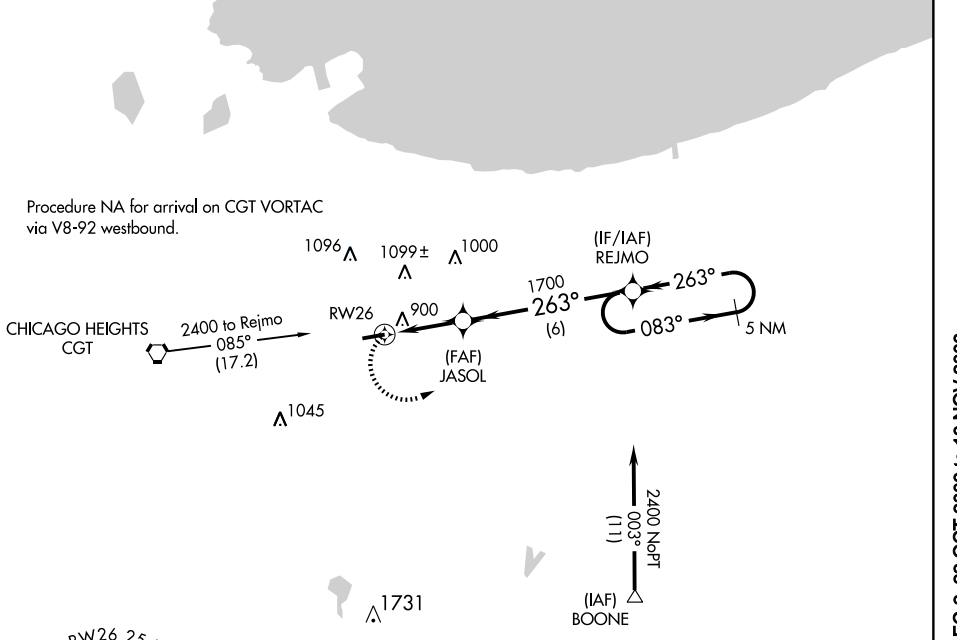
▼

NA

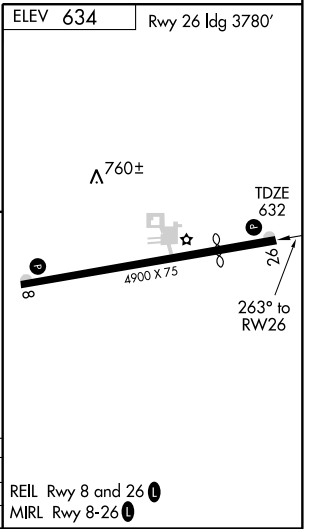
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not received use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

CHICAGO APP CON 133.1 285.6	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LNAV MDA	1160-1	528 (600-1)	NA	NA
CIRCLING	1200-1	566 (600-1)	NA	NA



VORTAC CGT	APP CRS	Rwy Idg	4900
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

VOR RWY 8

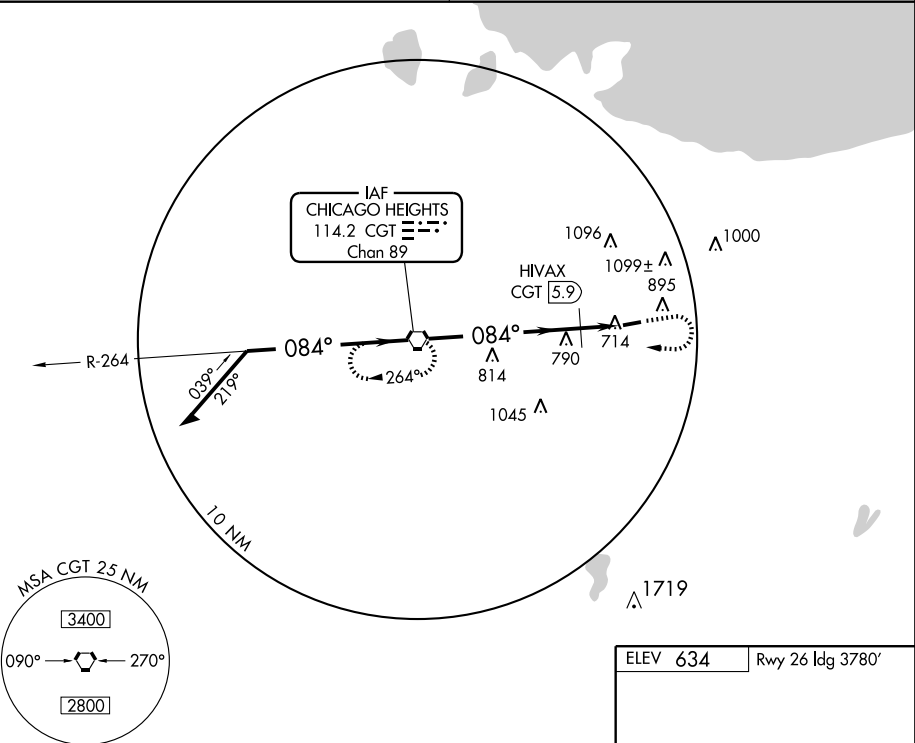
GRIFFITH-MERRILLVILLE (Ø5C)

Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

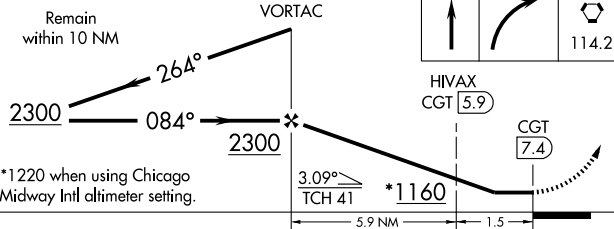
MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON  
133.1 285.6

UNICOM  
123.0 (CTAF) 0



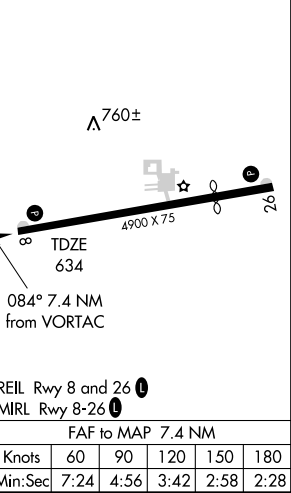
VGSI and descent angles not coincident.



\*1220 when using Chicago Midway Intl altimeter setting.

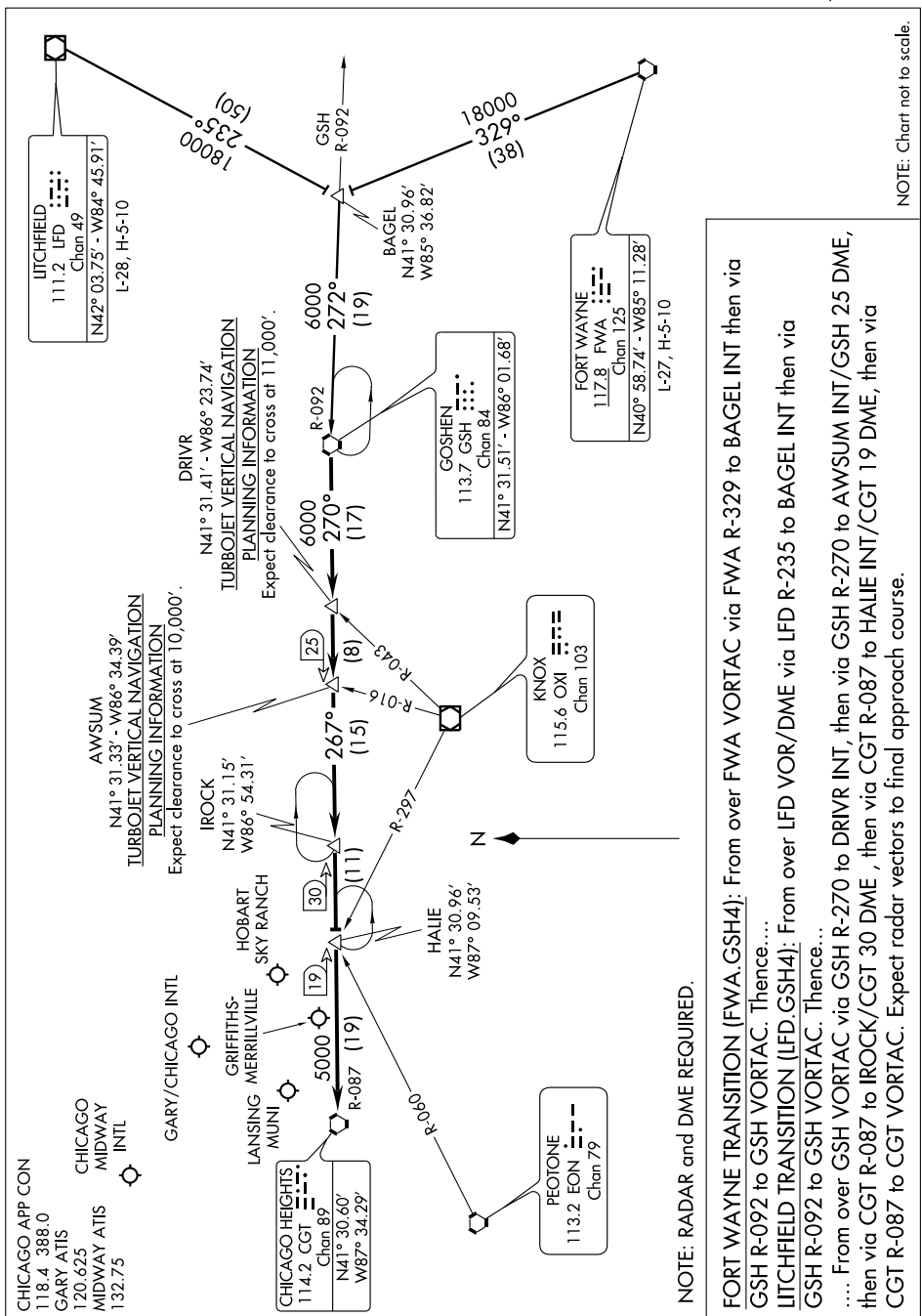
CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)		NA
CIRCLING	1200-1	566 (600-1)		NA
HIVAX FIX MINIMUMS				
S-8	1000-1	366 (400-1)		NA
CIRCLING	1200-1	566 (600-1)		NA

ELEV 634 Rwy 26 Idg 3780'



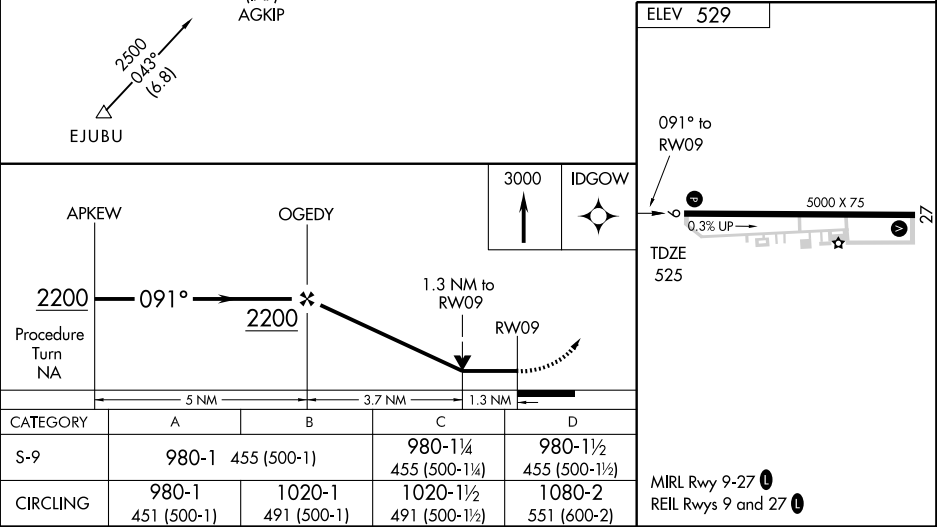
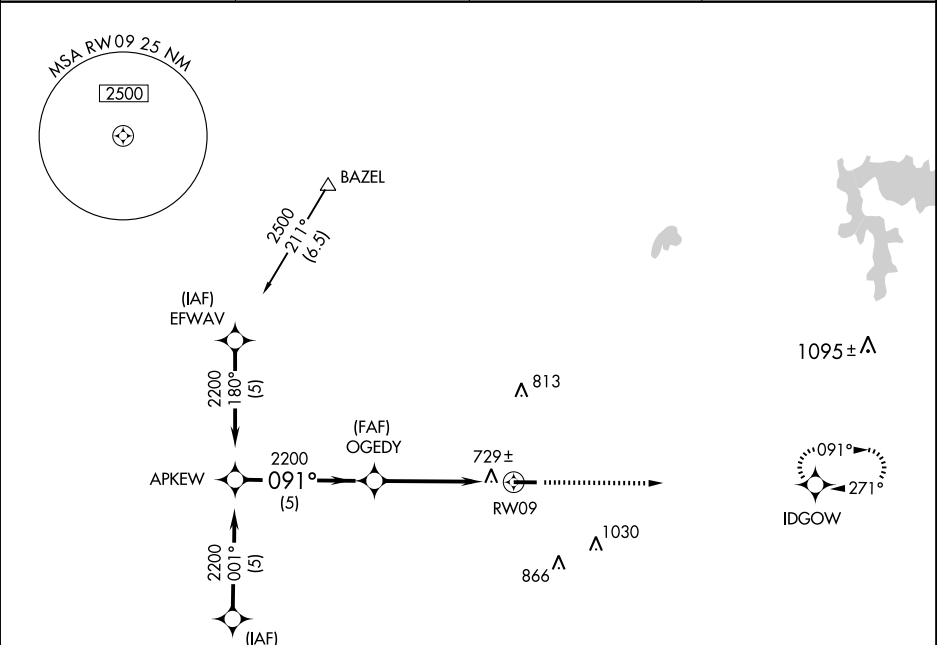
REIL Rwy 8 and 26  
MRL Rwy 8-26

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28



APP CRS	Rwy Idg	5000
091°	TDZE	525
	Apt Elev	529

<div>▼</div> <div>▲ NA</div>		MISSED APPROACH: Climb to 3000 direct IDGOW WP and hold.	
AWOS-3 118.250	EVANSVILLE APP CON★ 126.4 226.4	CLNC DEL 118.8	UNICOM 122.8 (CTAF) 0



APP CRS <b>271°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>529</b> <b>529</b>
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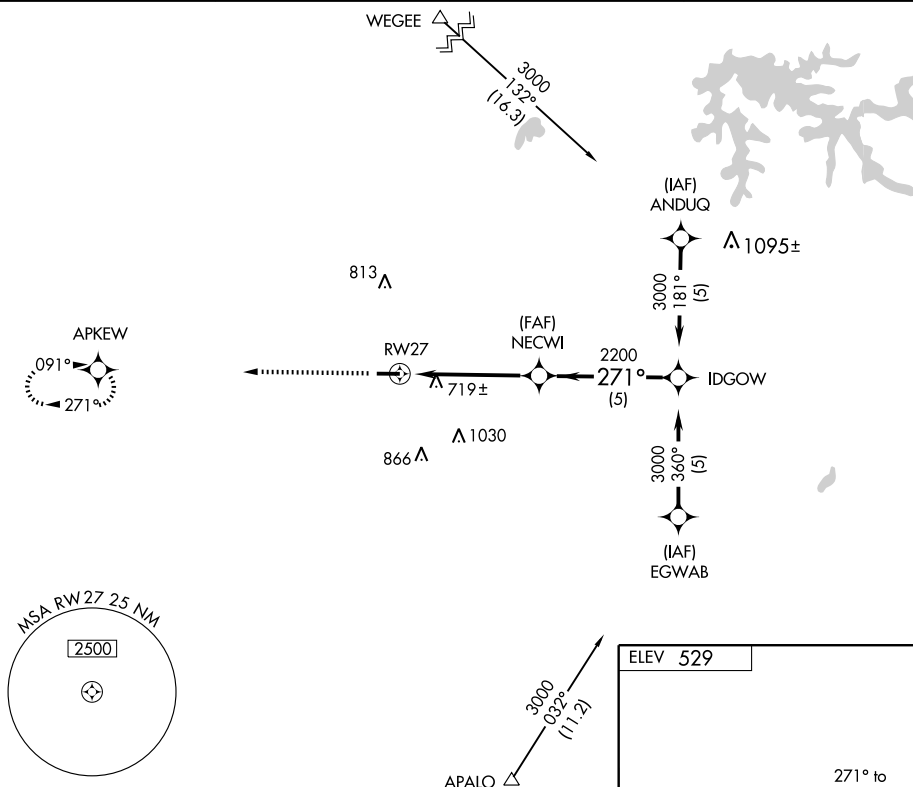
**MISSED APPROACH:** Climb to 2300 direct APKEW WP and hold.

AWOS-3  
118,250

EVANSVILLE APP CON ★  
126.4 226.4

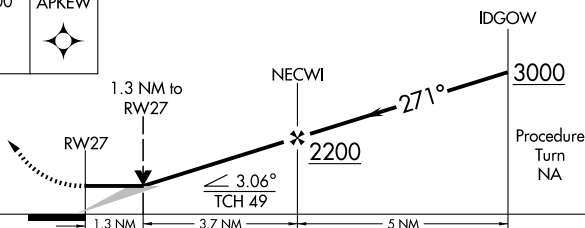
CLNC DEL  
**118.8**

UNICOM  
122.8 (CTAF) **L**



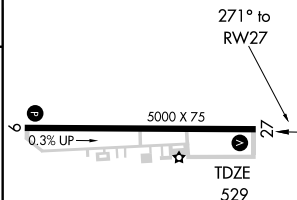
EC-2. 22 OCT 2009 to 19 NOV 2009

2300	APKEW
	



CATEGORY	A	B	C	D
S-27	980-1	451 (500-1)	980-1½ 451 (500-1½)	980-1½ 451 (500-1½)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

ELEV 529



MIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**

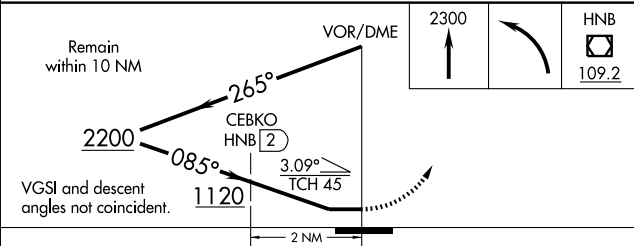
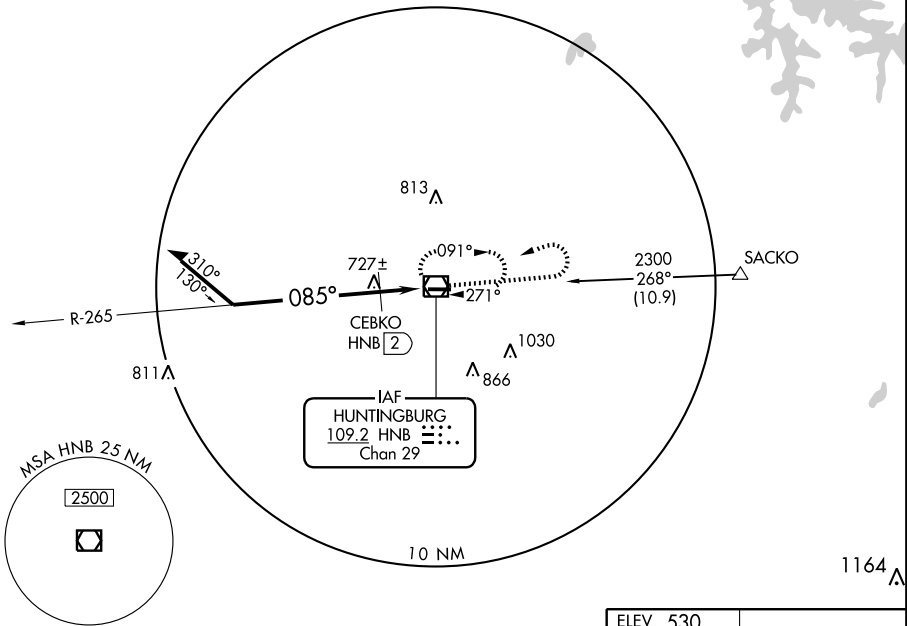
VOR RWY 9  
HUNTINGBURG (HNB)

VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	085°	TDZE	525
Chan 29		Apt Elev	530



MISSED APPROACH: Climb to 2300 then left turn direct HNB VOR/DME and hold.

AWOS-3 118.250	EVANSVILLE APP CON ★ 126.4 226.4	CLNC DEL 118.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-9	1120-1 595 (600-1)		1120-1½ 595 (600-1½)	1120-1¾ 595 (600-1¾)
CIRCLING	1120-1 590 (600-1)		1120-1½ 590 (600-1½)	1120-2 590 (600-2)
CEBKODME MINIMUMS				
S-9	980-1 455 (500-1)		980-1¼ 455 (500-1¼)	980-1½ 455 (500-1½)
CIRCLING	980-1 450 (500-1)	1020-1 490 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

ELEV 530

VOR/DME

HNB

109.2

085° to VOR/DME

5000 X 75

0.3% UP

27

TDZE

525

MIRL Rwy 9-27 0

REIL Rws 9 and 27 0

Knots

60

90

120

150

180

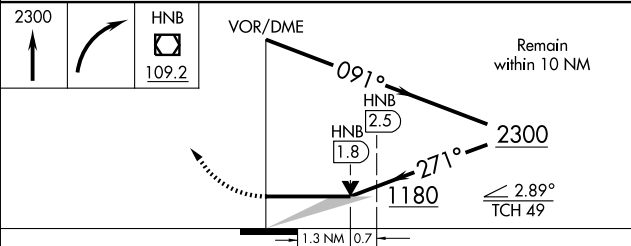
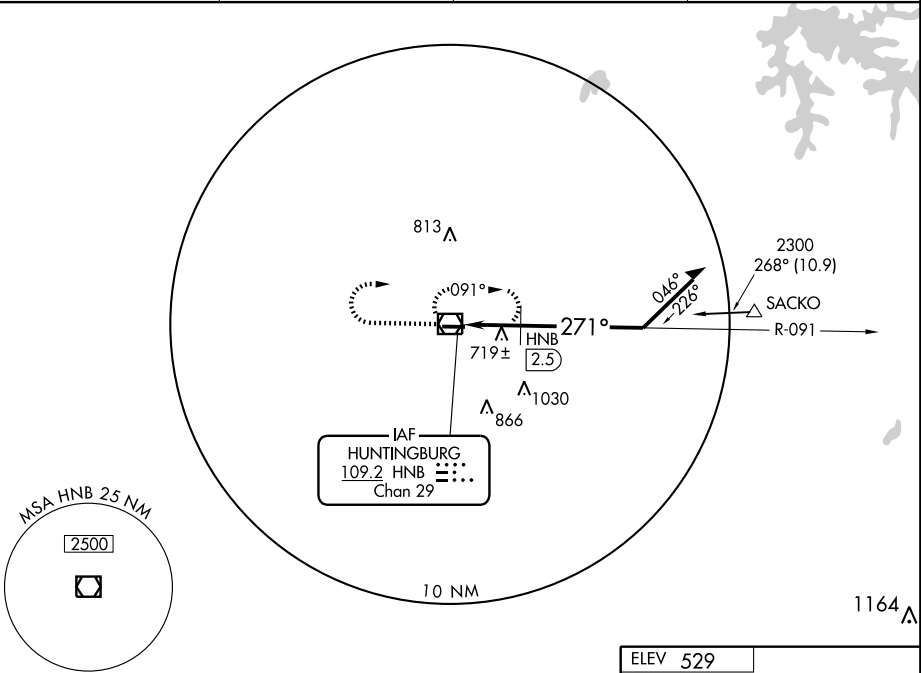
Min:Sec

VOR RWY 27  
HUNTINGBURG (HNB)

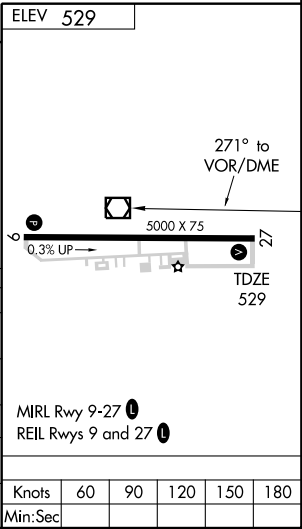
VOR/DME HNB	APP CRS	Rwy Idg	5000
109.2	271°	TDZE	529
Chan 29		Apt Elev	529

MISSED APPROACH: Climb to 2300 then right turn direct HNB VOR/DME and hold.

AWOS-3 118.250	EVANSVILLE APP CON * 126.4 226.4	CLNC DEL 118.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-27	1180-1	651 (700-1)	1180-1¼ 651 (700-1¼)	1180-2 651 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1¼ 651 (700-1¼)	1180-2 651 (700-2)
DME MINIMUMS				
S-27	980-1	451 (500-1)	980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)





NDB HHG <b><u>417</u></b>	APP CRS <b>082°</b>	Rwy Idg <b>5001</b> TDZE <b>804</b> Apt Elev <b>806</b>
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# NDB RWY 9

## HUNTINGTON MUNI (HHG)

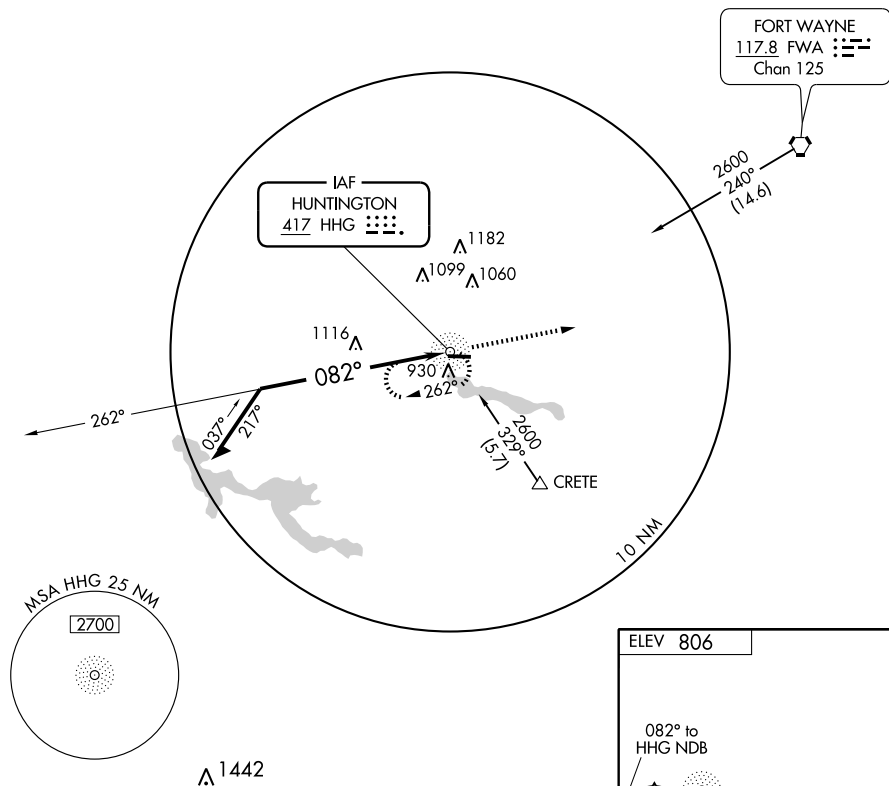


Use Fort Wayne altimeter setting.

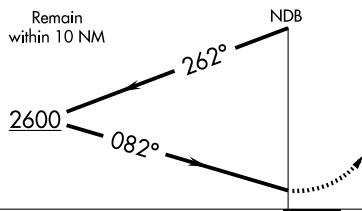
**MISSED APPROACH:** Climb to 2600 in HHG NDB holding pattern.

FORT WAYNE APP CON  
127.2 284.6

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM



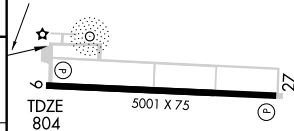
2600



HHG





082° to  
HHG NDB



930

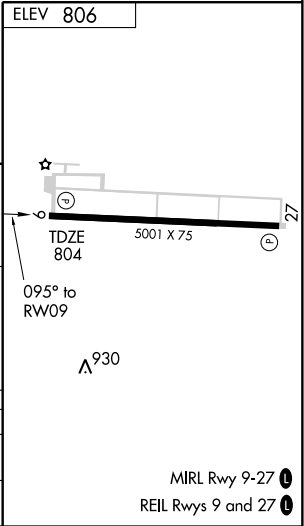
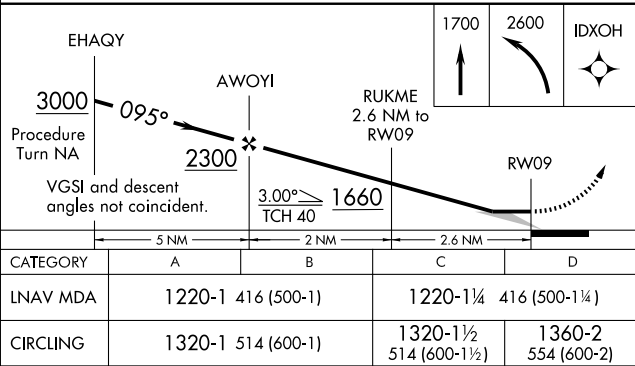
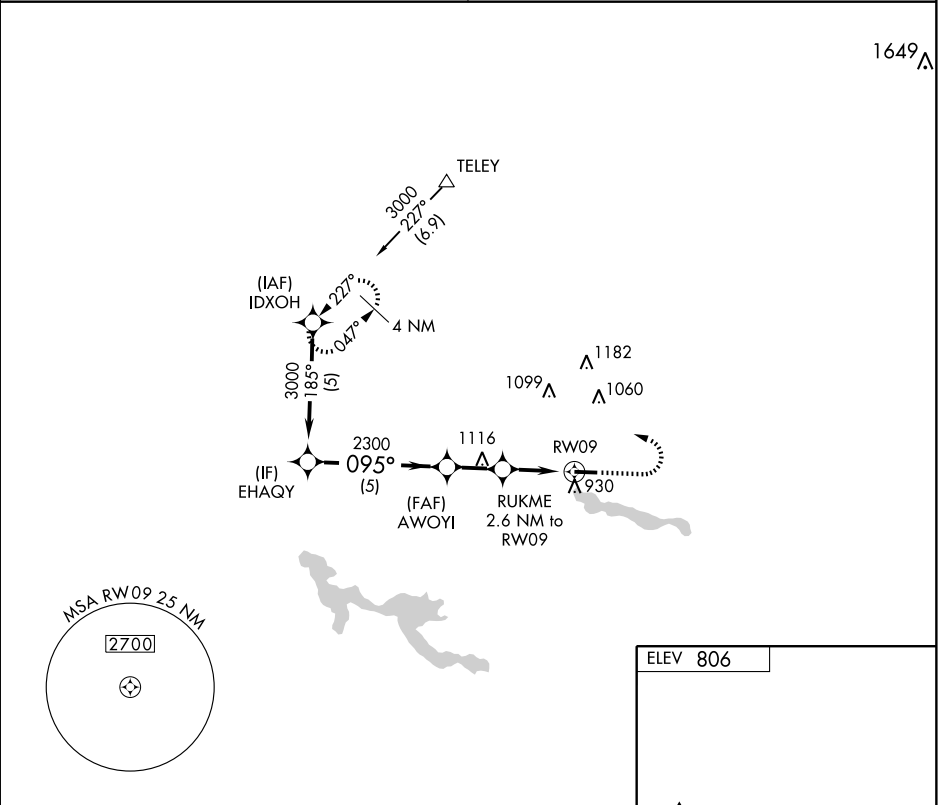
MIRL Rwy 9-27 **L**REIL Rwys 9 and 27 **L**

CATEGORY	A	B	C	D	MIRL Rwy 9-27 					
S-9	1500-1 696 (700-1)		1500-2 696 (700-2)	1500-2 1/4 696 (700-2 1/4)	REIL Rwys 9 and 27 					
CIRCLING	1500-1 694 (700-1)		1500-2 694 (700-2)	1500-2 1/4 694 (700-2 1/4)	Knots	60	90	120	150	180
					Min:Sec					

APP CRS 095°	Rwy Idg TDZE Apt Elev	5001 804 806
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RNAV (GPS) RWY 9  
HUNTINGTON MUNI (HHG)

<div>▼ NA</div> <div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Fort Wayne altimeter setting.</div>	MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.
FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0



APP CRS  
**275°**

Rwy Idg	<b>5001</b>
TDZE	<b>804</b>
Apt Elev	<b>806</b>

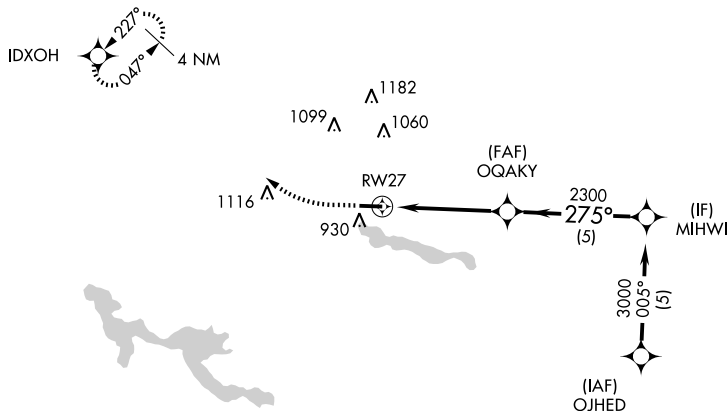
RNAV (GPS) RWY 27  
HUNTINGTON MUNI (HHG)

**T** GPS or RNP-0.3 required.  
**A** DME/DME RNP-0.3 NA.  
 NA Use Fort Wayne altimeter setting.

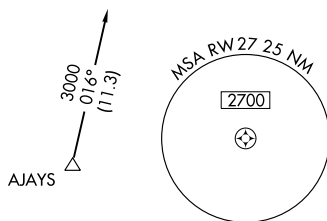
**MISSED APPROACH:** Climb to 1700 then climbing right turn to 2600 direct IDXOH WP and hold.

FORT WAYNE APP CON  
127.2 284.6

UNICOM  
122.8 (CTAF) **L**

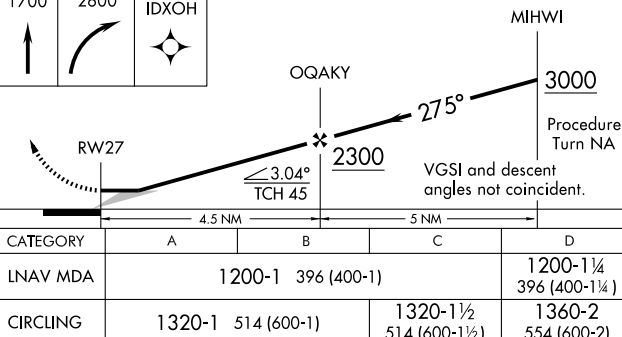
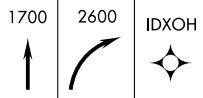
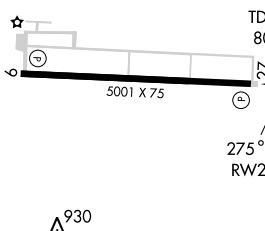


Δ<sup>1397</sup>



EC-2, 22 OCT 2009 to 19 NOV 2009

ELEV 806



MIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**

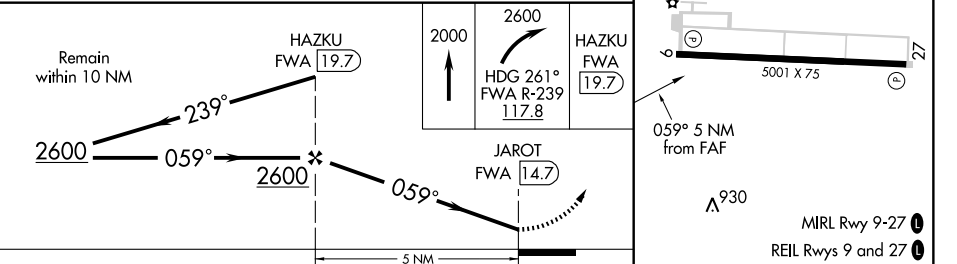
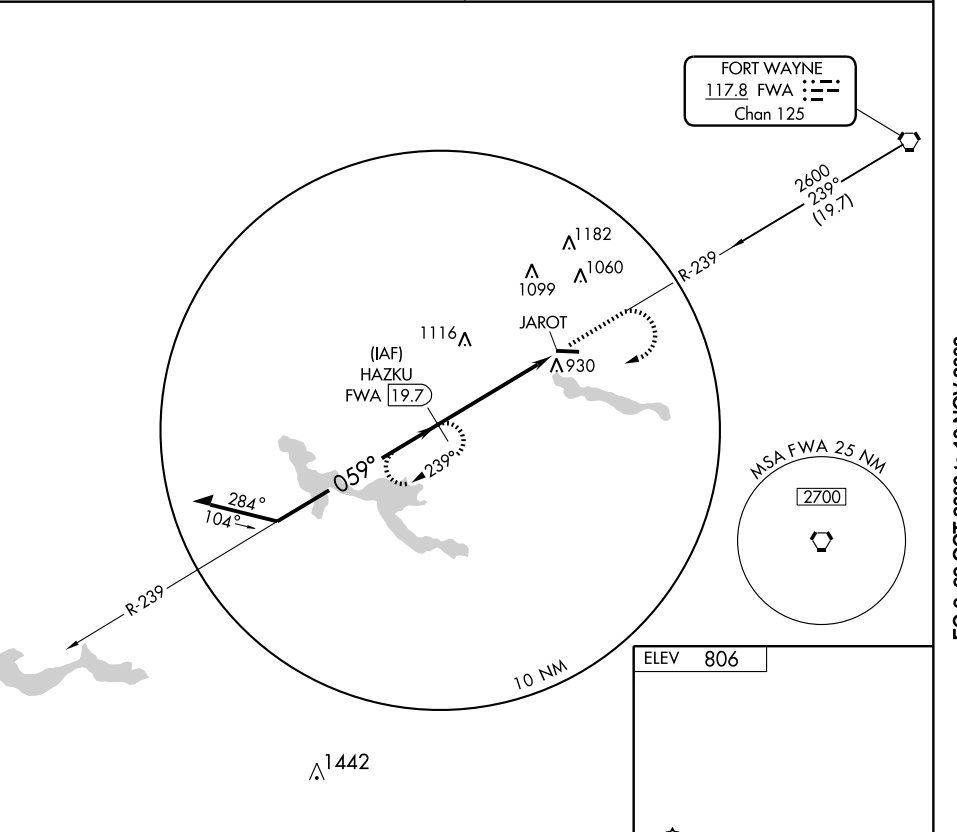
▼

▲ NA

Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1420-1 614 (700-1)		1420-1¾ 614 (700-1¾)	1420-2 614 (700-2)	Min:Sec					

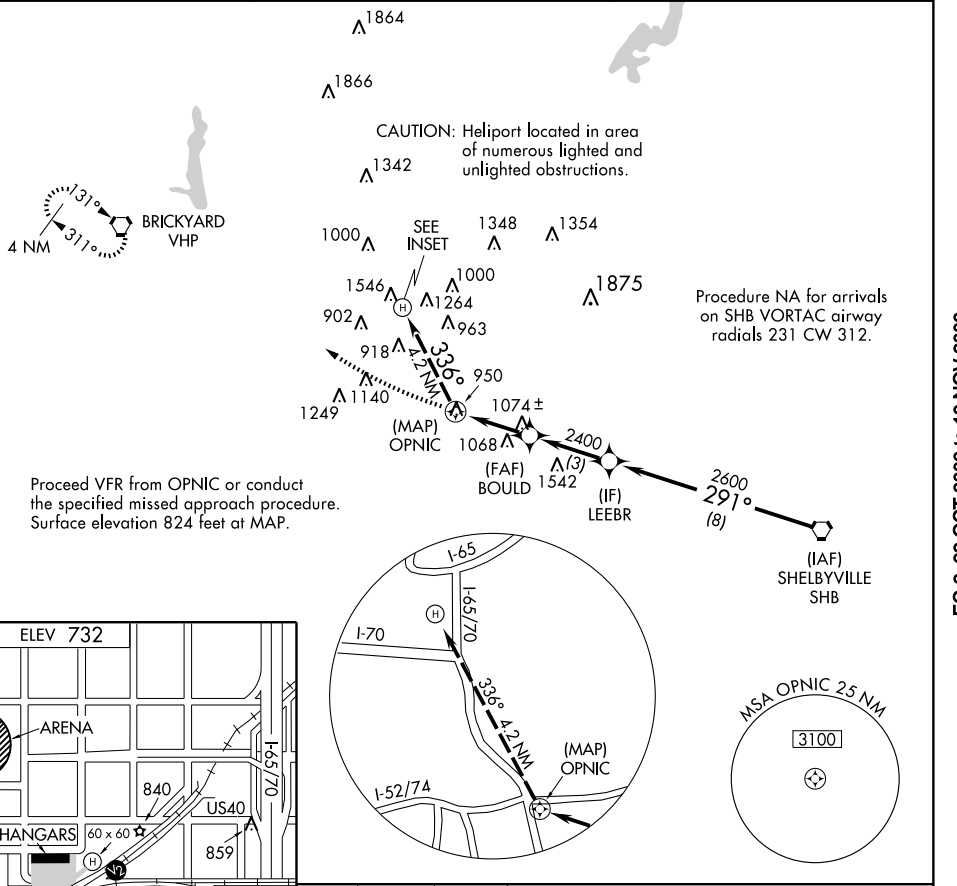


▲ NA

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3 118.250	INDIANAPOLIS APP CON 125.275 317.8	UNICOM 123.05 (CTAF) 0
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<div>1500</div> <div>3000</div> <div>VHP</div>	<div>LEEBR</div> <div>VORTAC</div>	<div>BOULD</div> <div>OPNIC</div> <div>291°</div> <div>291°</div> <div>2600</div> <div>2600</div> <div>2600</div> <div>2400</div> <div>336°</div> <div>4.2 NM</div> <div>2.8 NM</div> <div>3 NM</div> <div>8 NM</div> <div>Procedure Turn NA</div>
<div>Knots</div> <div>45</div> <div>60</div> <div>75</div> <div>90</div> <div>105</div>	<div>CATEGORY</div> <div>H-291°</div>	<div>COPTER</div> <div>1340-¾ 516 (600-¾)</div>

VORTAC SHB	APP CRS	Rwy Idg	N/A
112.0	287°	TDZE	N/A
Chan 57		Apt Elev	732

# COPTER VOR/DME 287° INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

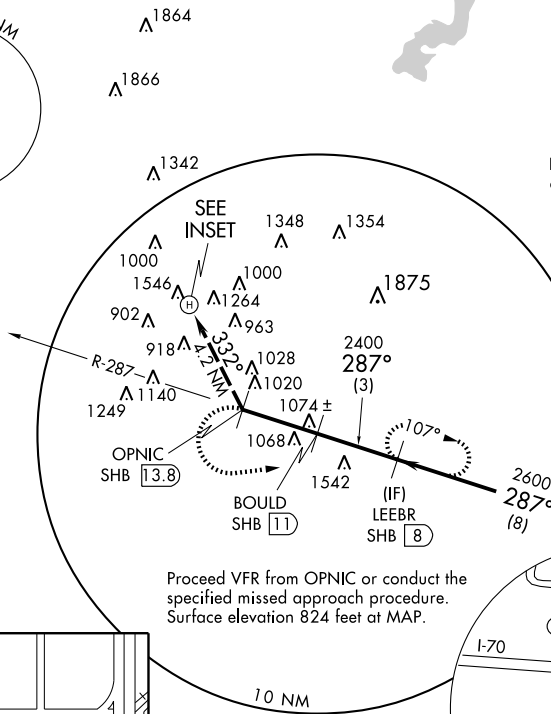
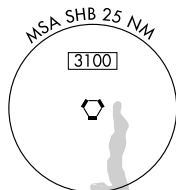
**NA** When local altimeter setting not received, use Indianapolis  
Initial altimeter setting and increase MDA 40 feet.  
ACTIVATE High Intensity Pad Lights-CTAF.

**MISSED APPROACH:** Climbing left turn to 2600  
via SHB R-287 to LEEBR/8 DME and hold.

AWOS-3  
**118.250**

INDIANAPOLIS APP CON  
**125.275 317.8**

UNICOM  
**123.05 (CTAF) 0**

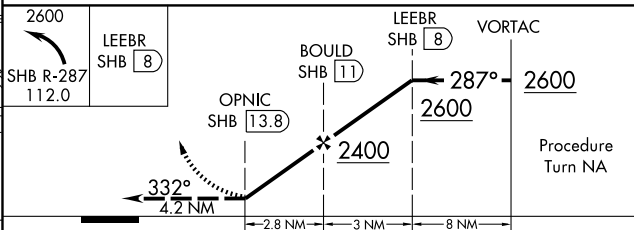
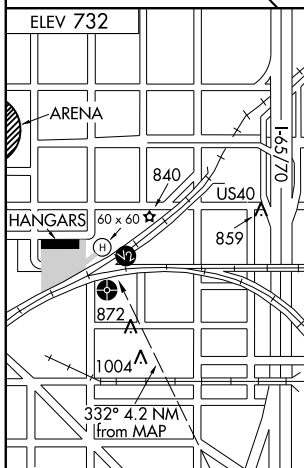


Procedure NA for arrival  
on SHB VORTAC airway  
radials 231 CW 312.

IAF  
SHELBYVILLE  
112.0 SHB  
Chan 57  
N39°37.95'-W85°49.46'

Proceed VFR from OPNIC or conduct the  
specified missed approach procedure.  
Surface elevation 824 feet at MAP.

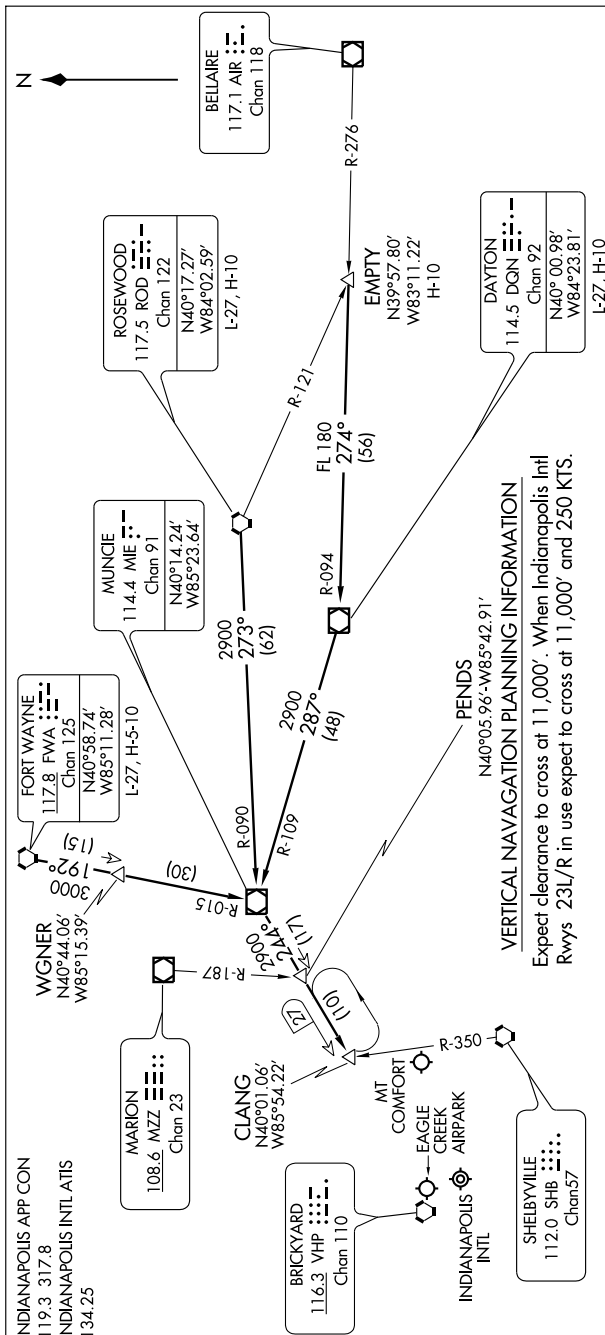
**CAUTION:** Heliport located in area  
of numerous lighted and  
unlighted obstructions.



Knots	45	60	75	90	105	CATEGORY	COPTER
Min:Sec						H-287°	1340-3/4 516 (600-3/4)

## CLANG FIVE ARRIVAL

INDIANAPOLIS, INDIANA



NOTE: Chart not to scale.

EC-2, 22 OCT 2009 to 19 NOV 2009



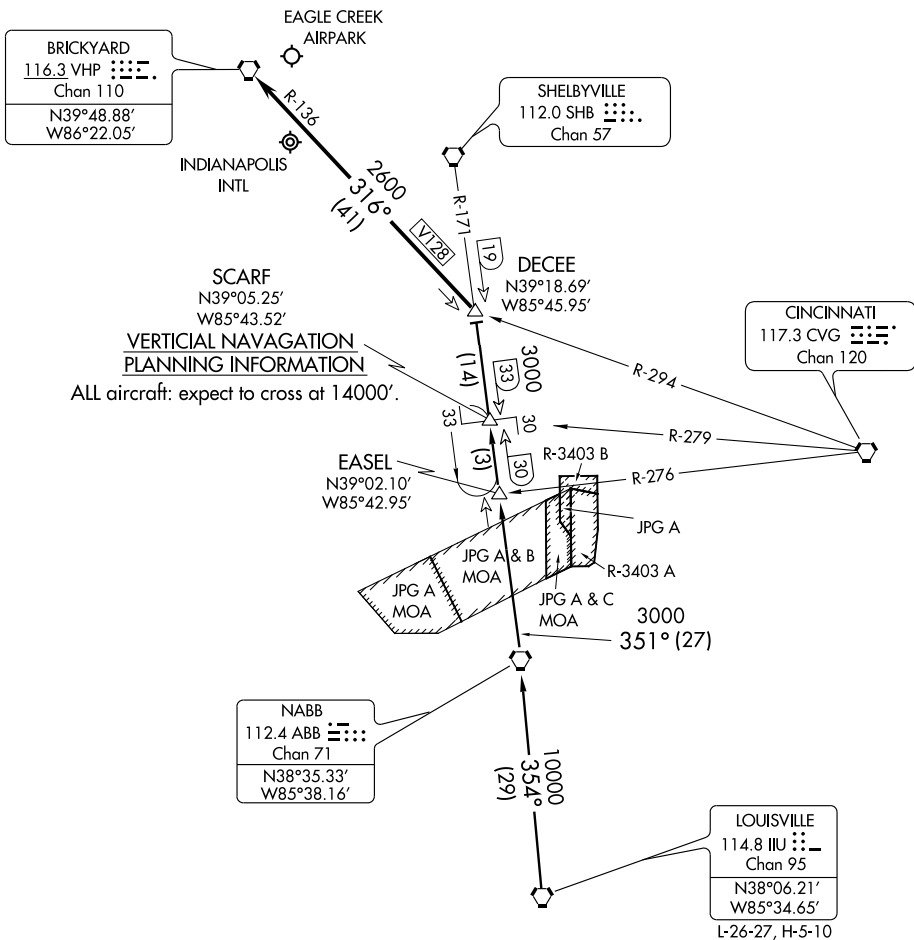
## DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON

119.3 317.8

ATIS 134.25



EC-2, 22 OCT 2009 to 19 NOV 2009

NOTE: Chart not to scale.

**LOUISVILLE TRANSITION (IIU.DECEE4):** From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

... From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

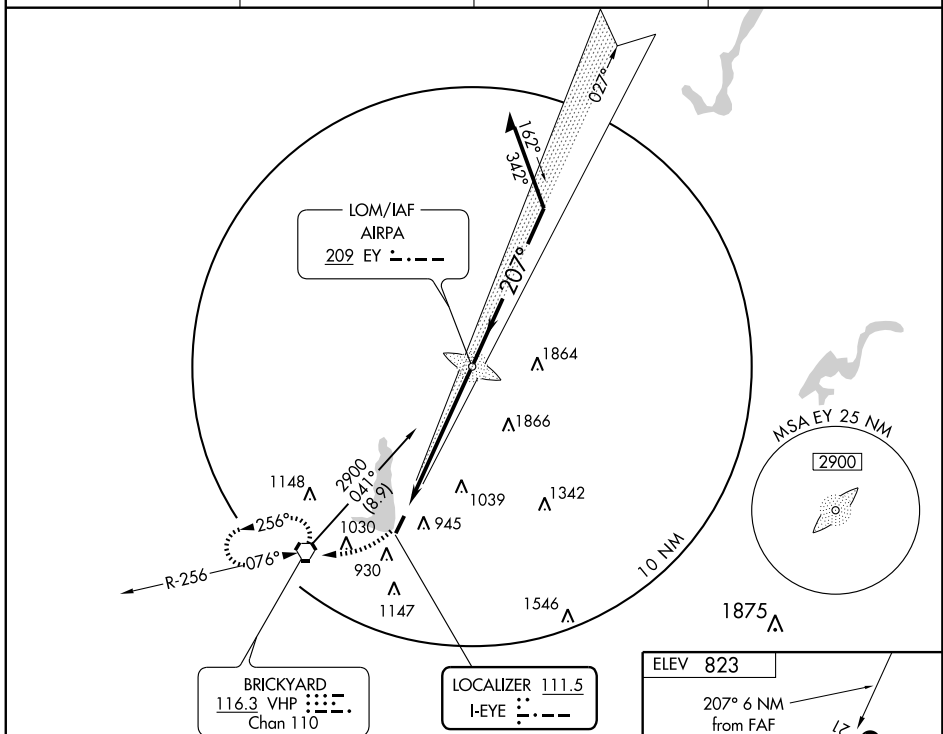
LOC I-EYE <b>111.5</b>	APP CRS <b>207°</b>	Rwy Idg TDZE Apt Elev	<b>4200</b> <b>820</b> <b>823</b>
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LOC RWY 21

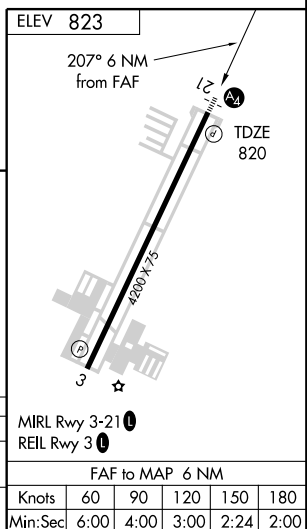
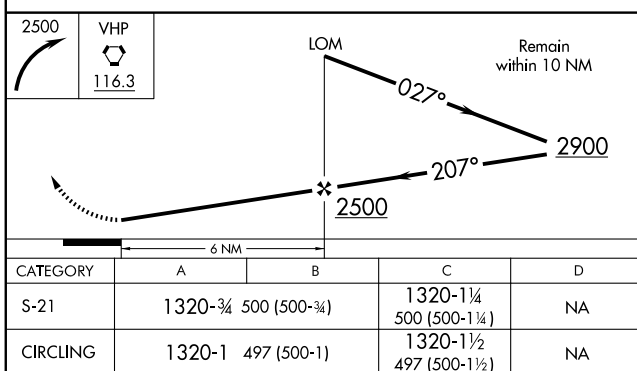
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

<b>▼</b> Inoperative components table does not apply to CAT C. <b>▲ NA</b> If local altimeter setting not received, use Indianapolis Int'l altimeter setting, and increase all MDA's 20 feet.	<b>MALSF</b> <b>④</b> -	<b>MISSED APPROACH:</b> Climbing right turn to 2500 direct VHP VORTAC and hold.
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ASOS <b>121.575</b>	INDIANAPOLIS APP CON <b>119.05 317.8</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.8</b> (CTAF) <b>①</b>
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## ADF or RADAR REQUIRED



LOM EY	APP CRS	Rwy Idg	<b>4200</b>
<u>209</u>	<b>207°</b>	TDZE	<b>823</b>
		Apt Elev	<b>823</b>

NDB RWY 21

INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

**T** When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

**A** NA Inoperative table does not apply to Cat C.

MALSF

$A_4$  

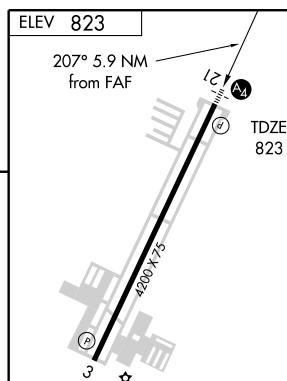
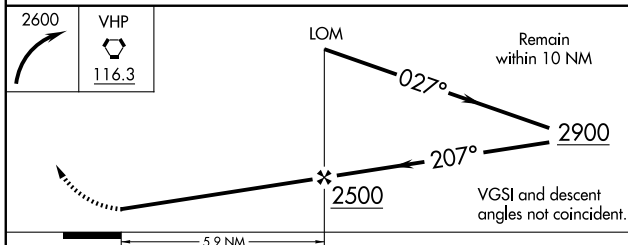
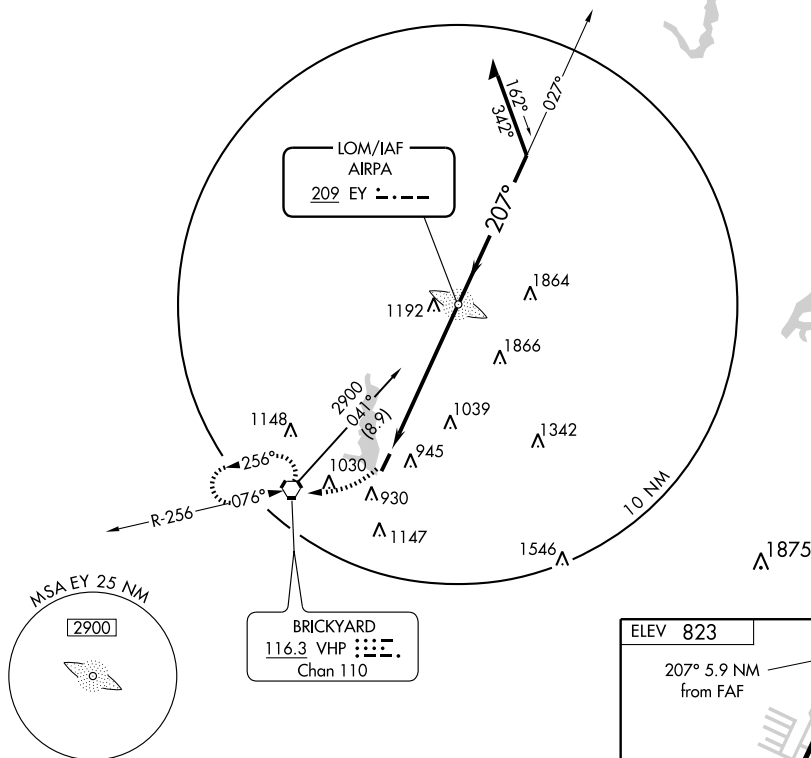
**MISSED APPROACH:**  
Climbing right turn to 2600  
direct VHP VORTAC and hold.

ASOS  
121.575

INDIANAPOLIS APP CON  
119.05 317.8

CLNC DEL  
**128.6**

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-21	1440-¾ 617 (700-¾)		1440-1¾ 617 (700-1¾)	NA
CIRCLING	1440-1 617 (700-1)		1440-1¾ 617 (700-1¾)	NA

MIRL Rwy 3-21 <b>L</b>						
REIL Rwy 3 <b>L</b>						
FAF to MAP 5.9 NM						
Knots	60	90	120	150	180	
Min:Sec	5:54	3:56	2:57	2:22	1:58	

WAAS CH 82509 W21A	APP CRS 208°	Rwy Idg TDZE Apt Elev	4200 823 823
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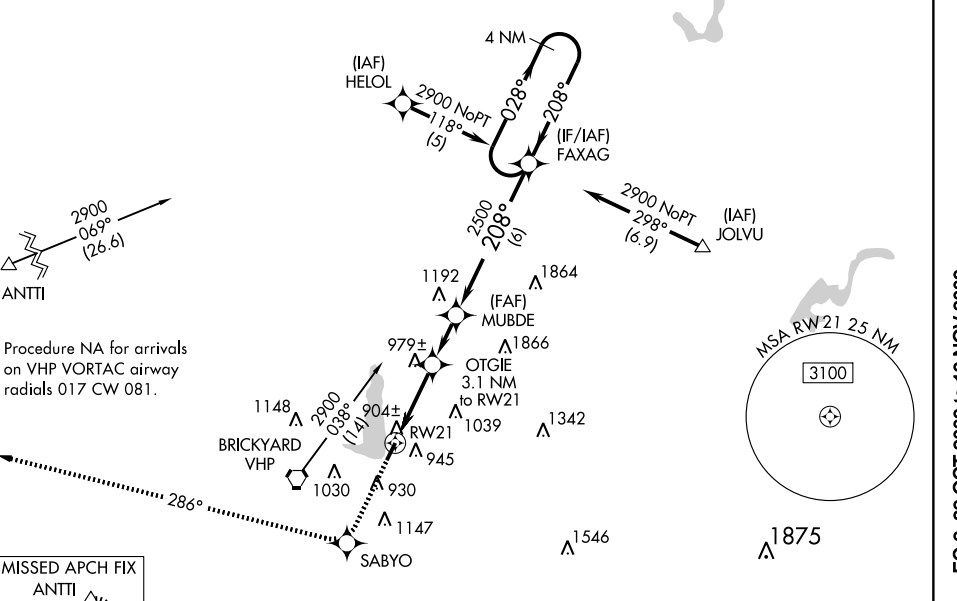
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.  
When local altimeter setting not received use Indianapolis Intl altimeter setting and increase all DA/MDA 20 ft. Inoperative table does not apply.

MALSF

MALSF

MISSED APPROACH: Climb to 2900 direct SABYO and right turn via 286° track to ANTTI and hold.

ASOS 121.575	INDIANAPOLIS APP CON 119.05 317.8	CLNC DEL 128.6	UNICOM 122.8 (CTAF)
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MISSED APCH FIX

ANTTI 069° 249° 4 NM

2900	SABYO	TRK 286°	ANTTI	VGSI and RNAV glidepath not coincident.	4 NM Holding Pattern
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\*LNAV only.

OTGIE 3.1 NM to RW21

\*1.2 NM to RW21

\*1840

2500

208°

028°

2900

GS 3.00° TCH 40

1.2 NM 1.9 NM 2 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	1097-3/4 274 (300-3/4)			NA
LNAV/VNAV DA	1165-1 1/4 342 (400-1 1/4)			NA
LNAV MDA	1240-3/4 417 (500-3/4)		1240-1 1/4 417 (500-1 1/4)	NA
CIRCLING	1300-1 477 (500-1)		1300-1 1/2 477 (500-1 1/2)	NA

ELEV 823

MIRL Rwy 3-21   
REIL Rwy 3

EC-2, 22 OCT 2009 to 19 NOV 2009

VORTAC VHP <b>116.3</b> Chan <b>110</b>	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>823</b>
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VOR-A  
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

VOR-A

**T** When local altimeter setting not received, use Indianapolis Intl  
**A** altimeter setting and increase all MDA 20 feet.

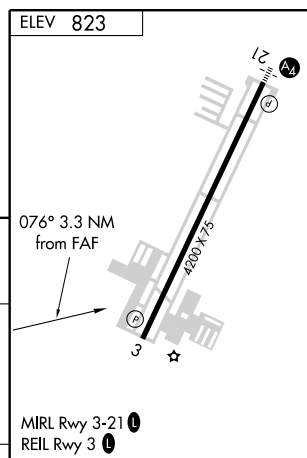
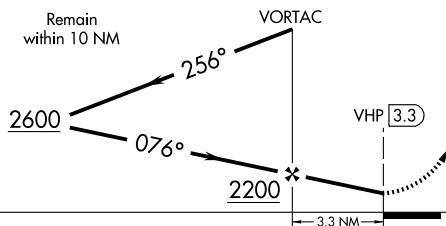
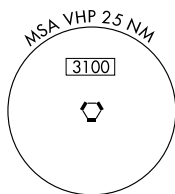
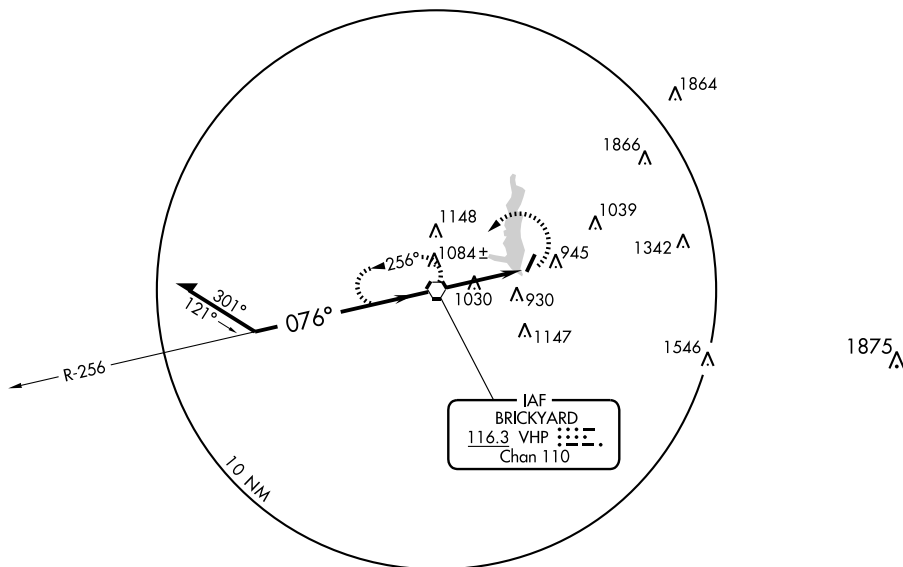
**MISSED APPROACH:** Climbing left turn to 2600 direct VHP VORTAC and hold.

ASOS  
121.575

INDIANAPOLIS APP CON  
119.05 317.8

CLNC DEL  
**128.6**

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D	FAF to MAP 3.3 NM					
CIRCLING	1300-1	477 (500-1)	1300-1½ 477 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:18	2:12	1:39	1:19	1:06

NDB HFY	APP CRS	Rwy Idg	4901
398	360°	TDZE	822
		Apt Elev	822

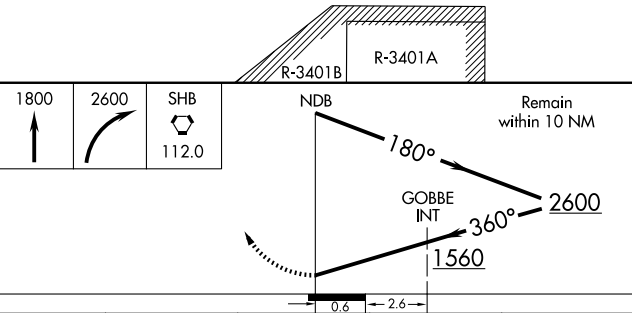
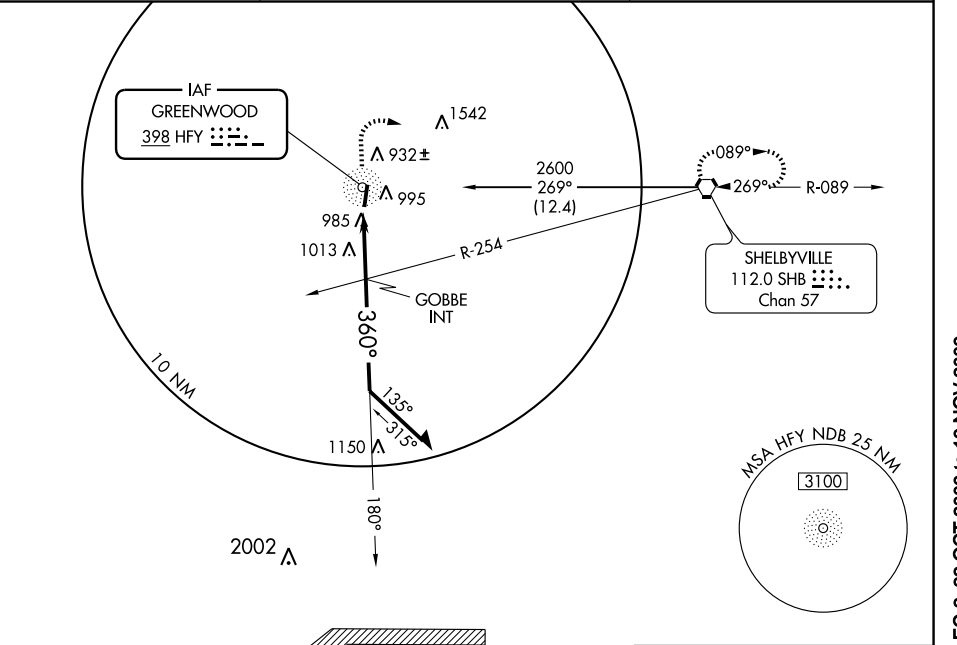
▼

▲ NA

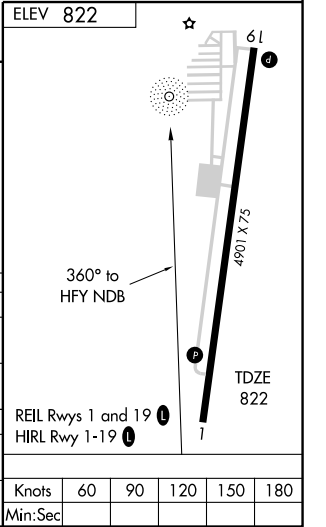
If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct SHB VORTAC and hold.

AWOS-3 118.525	INDIANAPOLIS APP CON 124.95 317.8	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-1	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
CIRCLING	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
GOBBE INT MINIMUMS				
S-1	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA
CIRCLING	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA



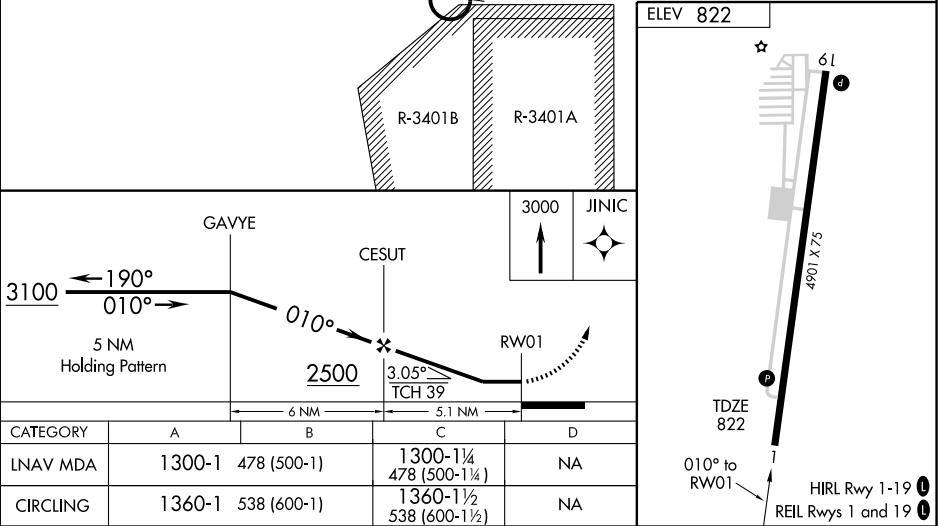
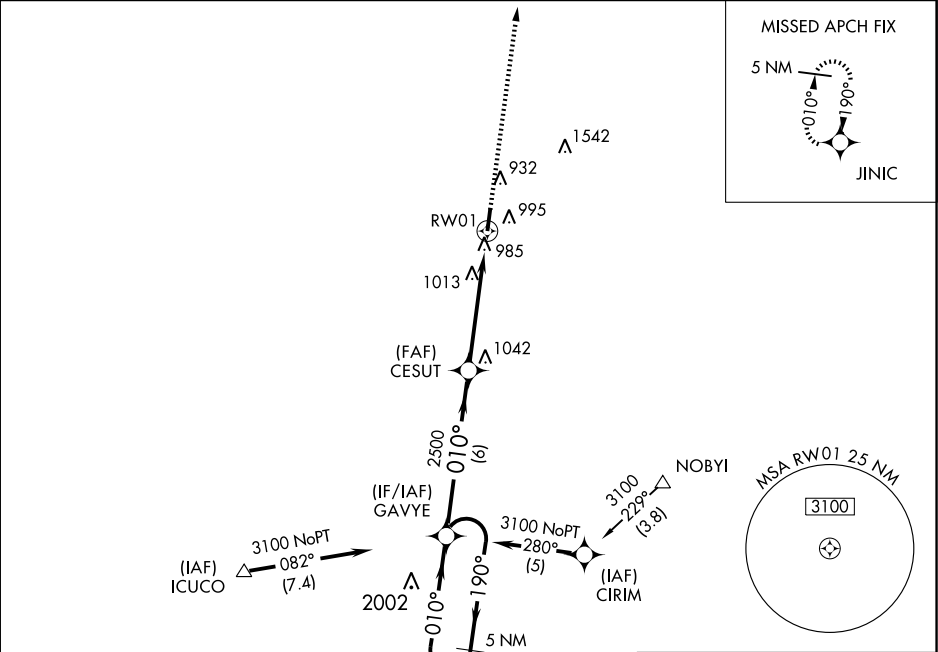
APP CRS	Rwy Idg	4901
010°	TDZE	822
	Apt Elev	822

RNAV (GPS) RWY 1  
INDIANAPOLIS / GREENWOOD MUNI (HFY)

**▼** If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.  
**▲ NA** Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3 118.525	INDIANAPOLIS APP CON 124.95 317.8	UNICOM 123.0 (CTAF) 0
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▼

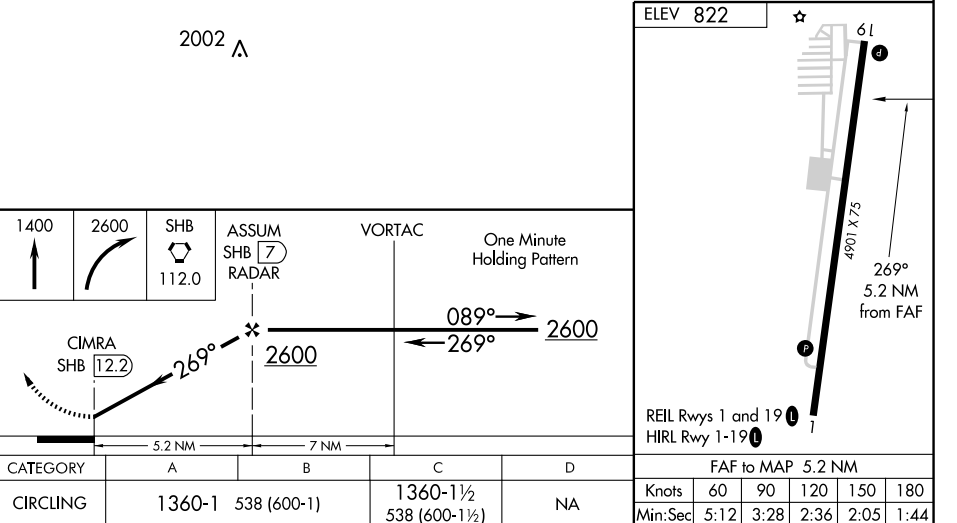
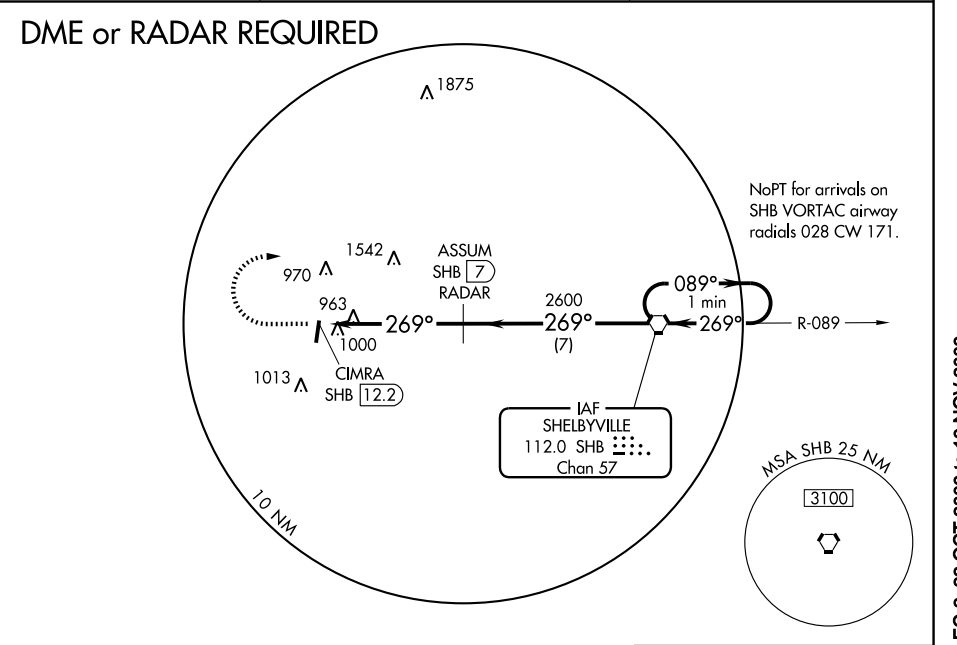
▲

NA

If local altimeter setting not received, use Indianapolis  
Intl altimeter setting, and increase all MDAs 40 feet.

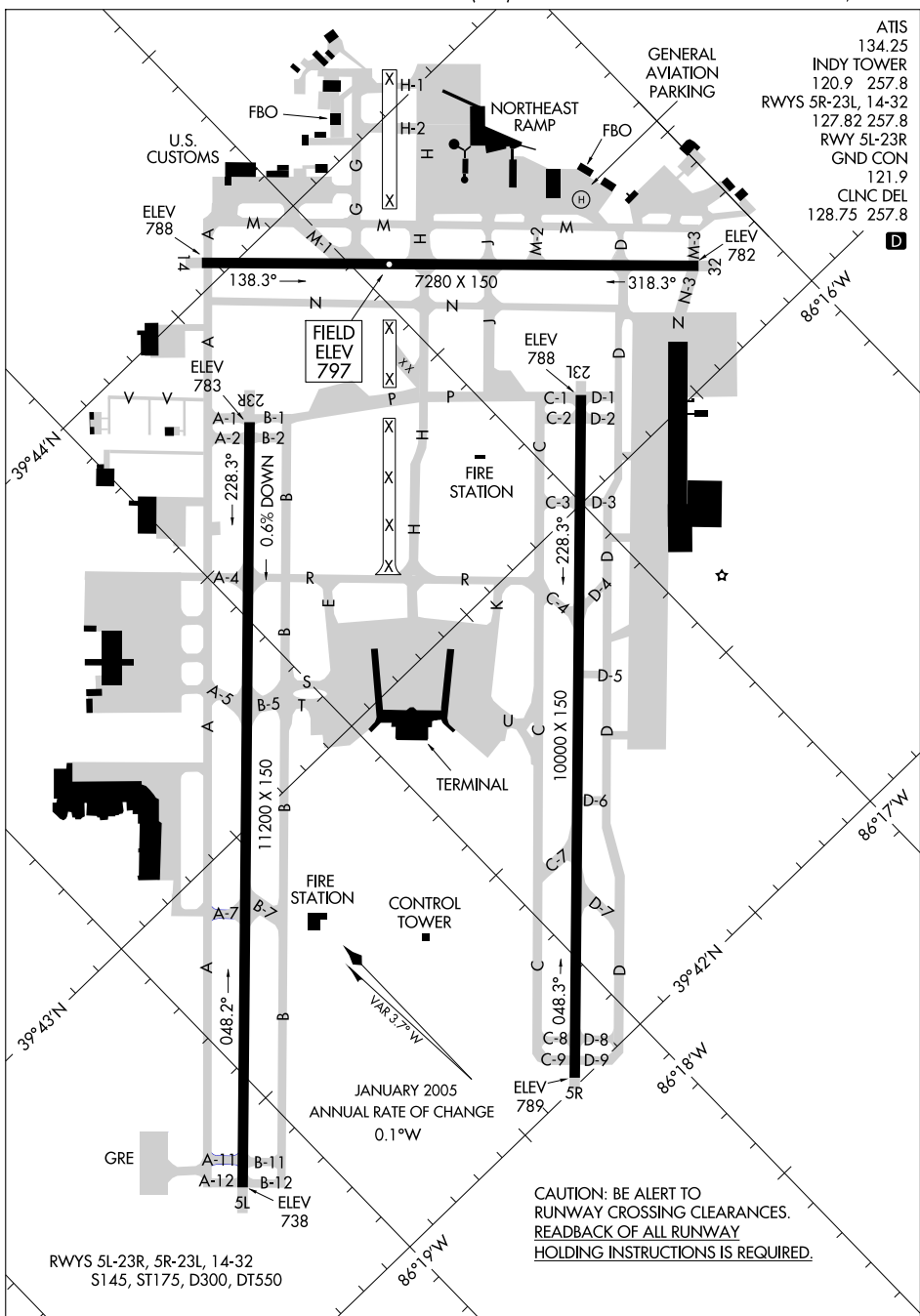
MISSED APPROACH: Climb to 1400 then climbing  
right turn to 2600 direct SHB VORTAC and hold.

AWOS-3 118.525	INDIANAPOLIS APP CON 124.95 317.8	UNICOM 123.0 (CTAF) 0
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# AIRPORT DIAGRAM

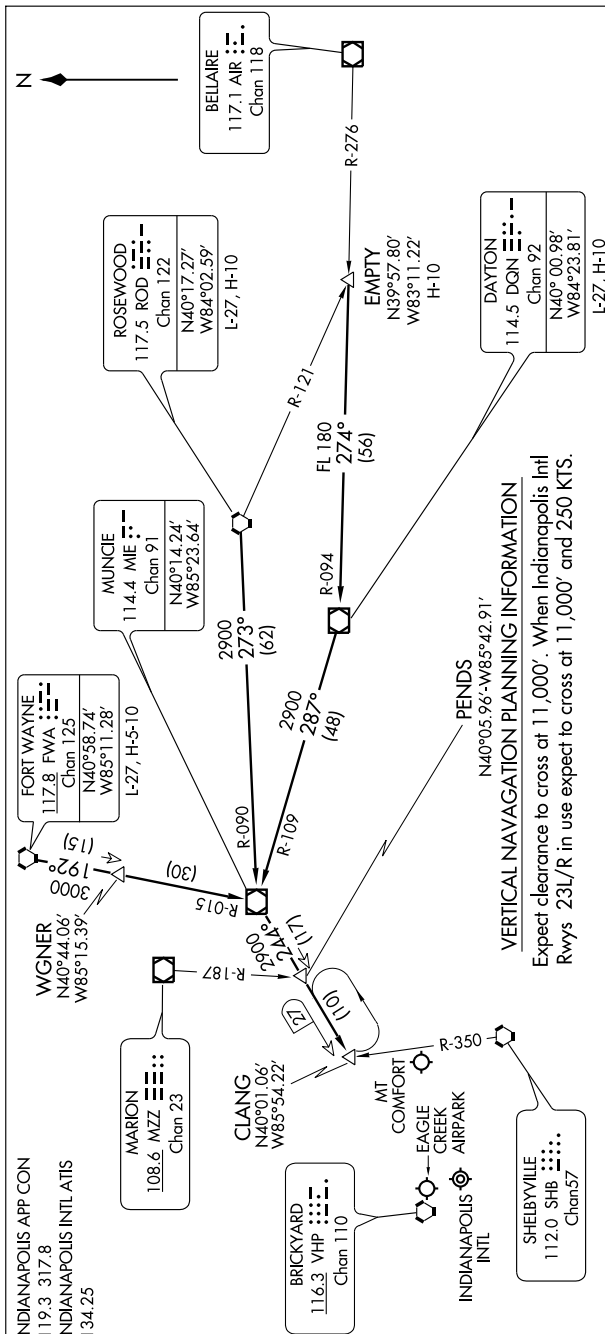
AL-203 (FAA)

 INDIANAPOLIS INTL (IND)  
 INDIANAPOLIS, INDIANA


EC-2, 22 OCT 2009 to 19 NOV 2009

## CLANG FIVE ARRIVAL

INDIANAPOLIS, INDIANA



NOTE: Chart not to scale.

EC-2, 22 OCT 2009 to 19 NOV 2009

# DAWNN THREE DEPARTURE

SL-203 (FAA)

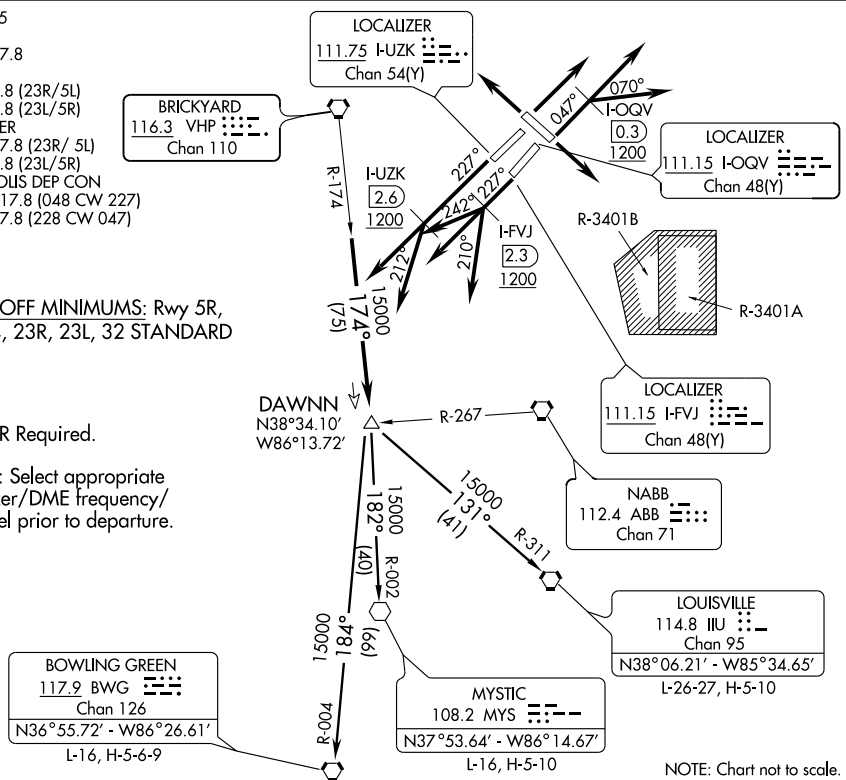
INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

ATIS 134.25  
CLNC DEL  
128.75 257.8  
GND CON  
121.8 257.8 (23R/5L)  
121.9 257.8 (23L/5R)  
INDY TOWER  
127.82 257.8 (23R/ 5L)  
120.9 257.8 (23L/5R)  
INDIANAPOLIS DEP CON  
124.95 317.8 (048 CW 227)  
119.05 317.8 (228 CW 047)

TAKE-OFF MINIMUMS: Rwy 5R,  
5L, 14, 23R, 23L, 32 STANDARD

RADAR Required.

NOTE: Select appropriate  
localizer/DME frequency/  
channel prior to departure.



NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 23R (TURBOJETS ONLY):** Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF RWY 23L (TURBOJETS ONLY):** Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF RWY 5R (TURBOJETS ONLY):** Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY):** Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF ALL RUNWAYS (PROPELLER ONLY):** Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-174 to DAWN3 INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**BOWLING GREEN TRANSITION (DAWNN3.BWG):** Via BWG R-004 to BWG VORTAC.

**LOUISVILLE TRANSITION (DAWNN3.IIU):** Via ILL R-311 to ILL VORTAC.

**MYSTIC TRANSITION (DAWNN3.MYS):** Via MYS R-002 to MYS VOR.

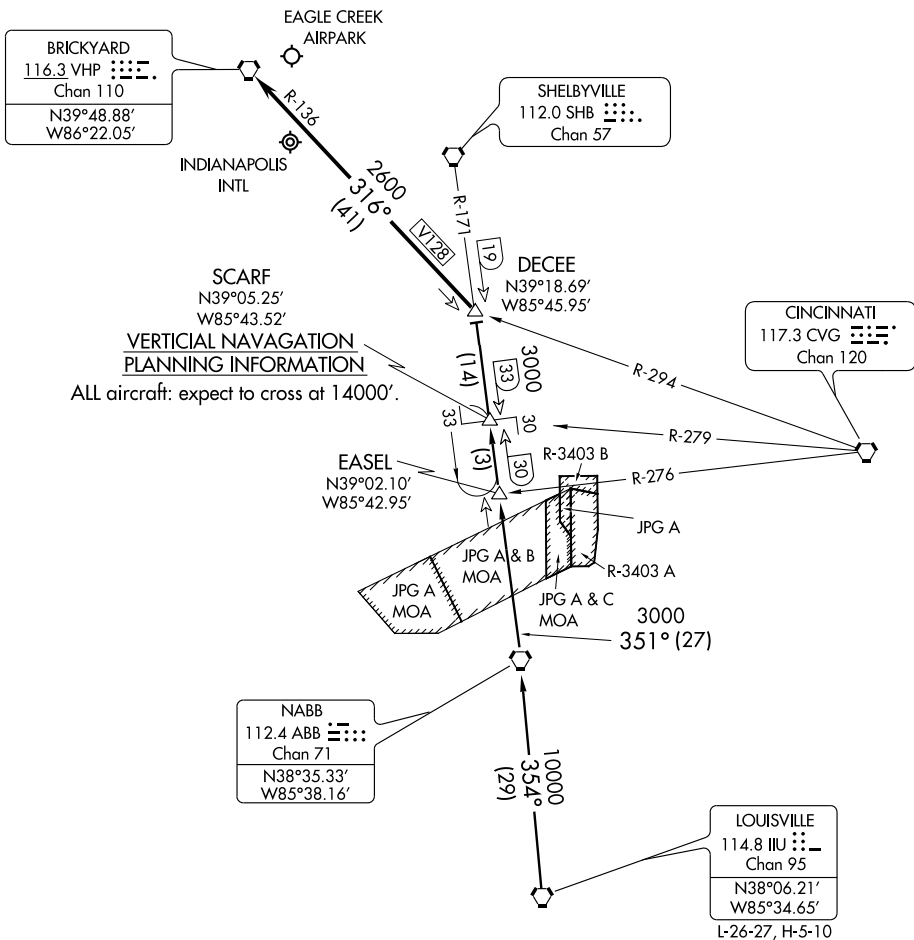
## DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON

119.3 317.8

ATIS 134.25



EC-2, 22 OCT 2009 to 19 NOV 2009

**LOUISVILLE TRANSITION (IIU.DEC EE4):** From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

... From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

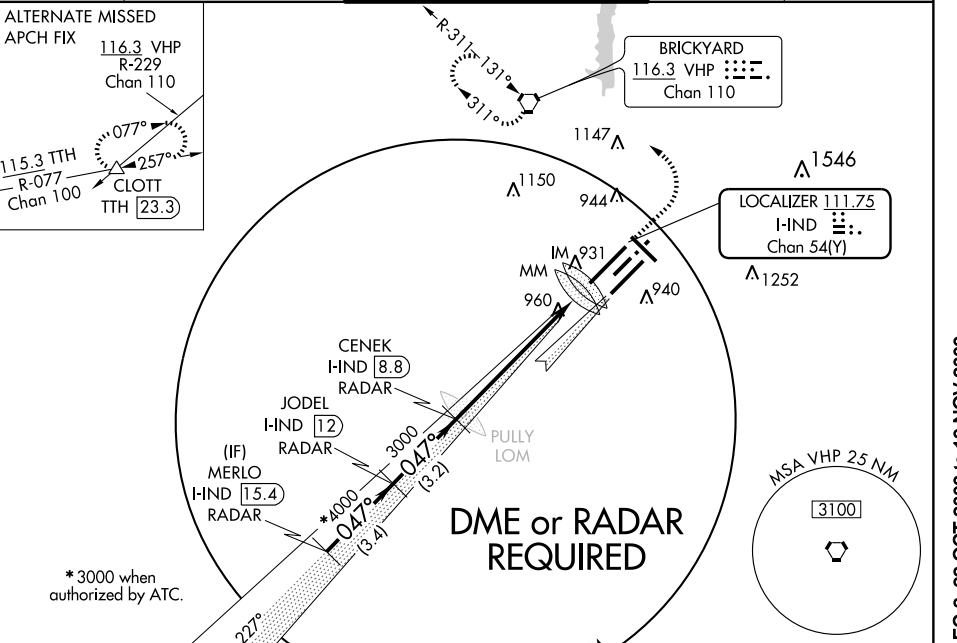
▼  
▲

Simultaneous approach authorized with Rwy 5R.

ALSIF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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ELEV 797

Procedure NA for arrivals at KELLY via V11 southwest bound and V12 west bound.

1700

3000

VHP 116.3

VGSI and ILS glidepath not coincident.			
MERLO I-IND 15.4 RADAR	JODEL I-IND 12 RADAR	CENEK I-IND 8.8 RADAR	
*5000	047°	3000	I-IND 3.6
Procedure Turn NA	*4000	3000	I-IND 2
GS 3.00°		3000	MM
TCH 55			IM
*3000 when authorized by ATC.			
3.4 NM 3.2 NM 5.3 NM 1 NM 0.3 0.2			
CATEGORY	A	B	C D
S-ILS 5L	948/18 200 (200-½)		
S-LOC 5L	1300/24 552 (600-½)	1300/50 552 (600-1)	1300/60 552 (600-1¼)
CIRCLING	1420-1 623 (700-1)	1420-1¼ 623 (700-1¾)	1420-2 623 (700-2)

849 923 901 947 1103±

047° 6.8 NM from FAF

HIRL all Rwy's

TDZ/CL Rwy's 5L and 5R

FAF to MAP 6.8 NM

Knots 60 90 120 150 180

Min:Sec 6:48 4:32 3:24 2:43 2:16

EC-2, 22 OCT 2009 to 19 NOV 2009

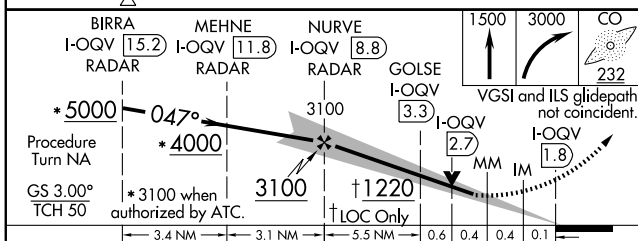
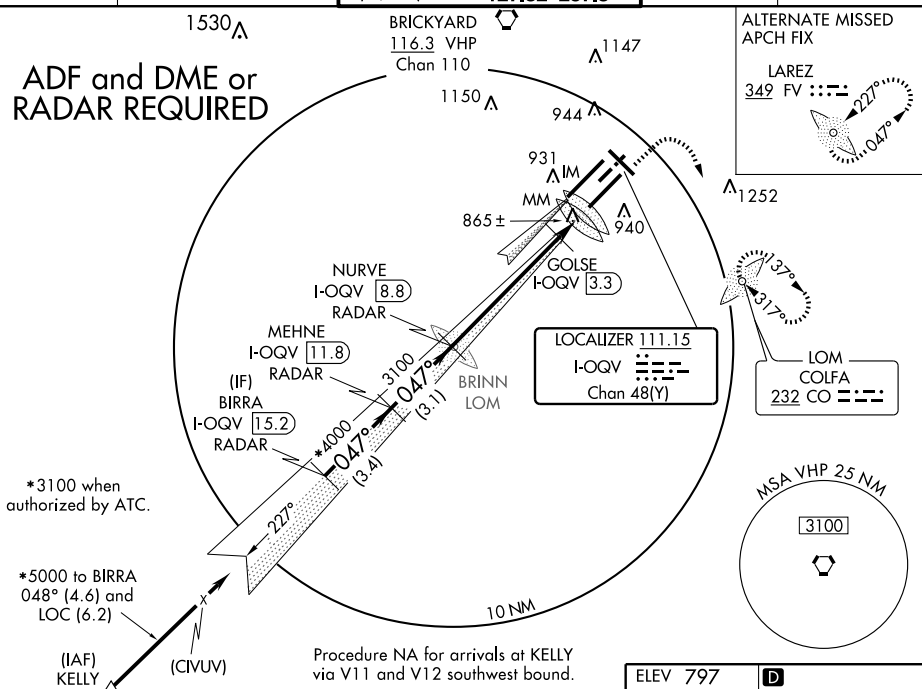
LOC/DME I-QQV <b>111.15</b> Chan <b>48</b> (Y)	APP CRS <b>047°</b>	Rwy Idg <b>10000</b> TDZE <b>791</b> Apt Elev <b>797</b>
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ILS or LOC RWY 5R  
INDIANAPOLIS INTL (IND)

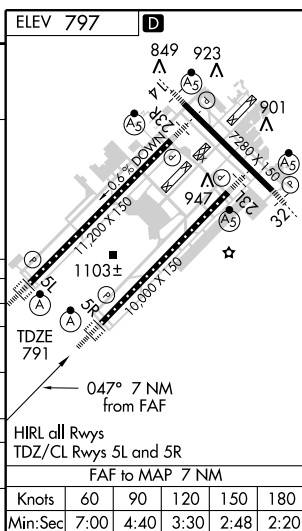
 	<p>Simultaneous approach authorized with Rwy 5L. For inoperative ALSF increase GOLSE Fix Minimums S-LOC 5R Cat D visibility to RVR 5000. ADF REQUIRED.</p>	<p>ALSF-2</p> 	<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold. continue climb-in-hold to 3000.</p>
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ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>119.3 317.8</b>	INDY TOWER (5R/23L, 14/32) (5L/23R) <b>120.9 257.8</b> <b>127.82 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>
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ADF and DME or  
RADAR REQUIRED



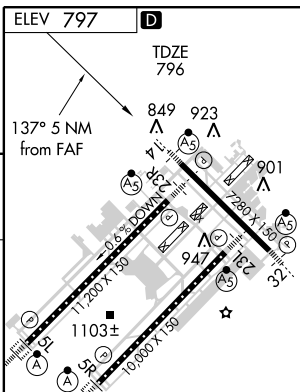
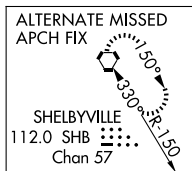
CATEGORY	A	B	C	D
S-ILS 5R	991/18 200 (200-½)			
S-LOC 5R	1220/24 429 (500-½)		1220/40 429 (500-¾)	1220/50 429 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)
GOLSE FIX MINIMUMS				
S-LOC 5R	1120/24 329 (400-½)			1120/40 329 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)




ILS or LOC RWY 14  
INDIANAPOLIS INTL (IND)

MISSED APPROACH: Climb to 2700  
direct CO LOM and hold.

Procedure NA for arrivals at ADVAY  
via V24-128-399 northwest bound.




					HRL all Rwyys							
CATEGORY	A	B	C	D	TDZ/CL Rwyys 5L and 5R							
S-ILS 14	* 996/24 200 (200-1/2)											
S-LOC 14	1220/24 424 (500-1/2)		1220/40 424 (500-3/4)		FAF to MAP 5 NM							
CIRCLING	1420-1 623 (700-1)		1420-1 3/4 623 (700-1 1/4)		1420-2 623 (700-2)		Knots	60	90	120	150	180
							Min:Sec	5:00	3:20	2:30	2:00	1:40



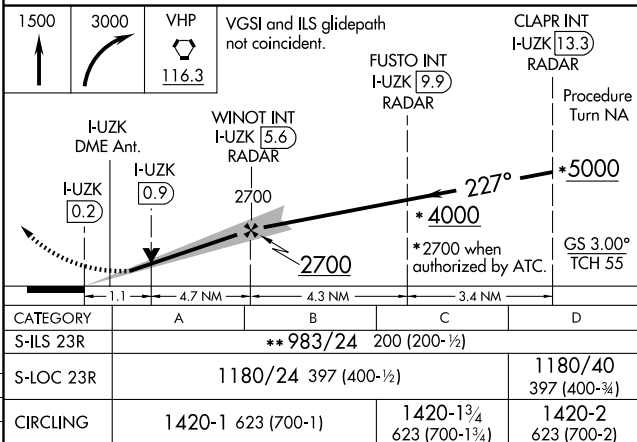
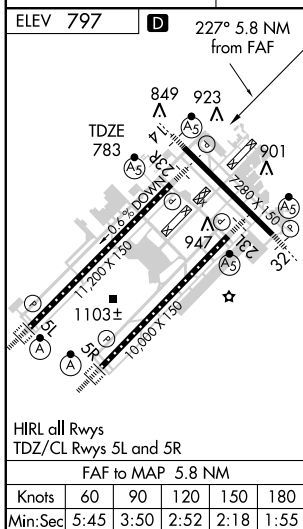
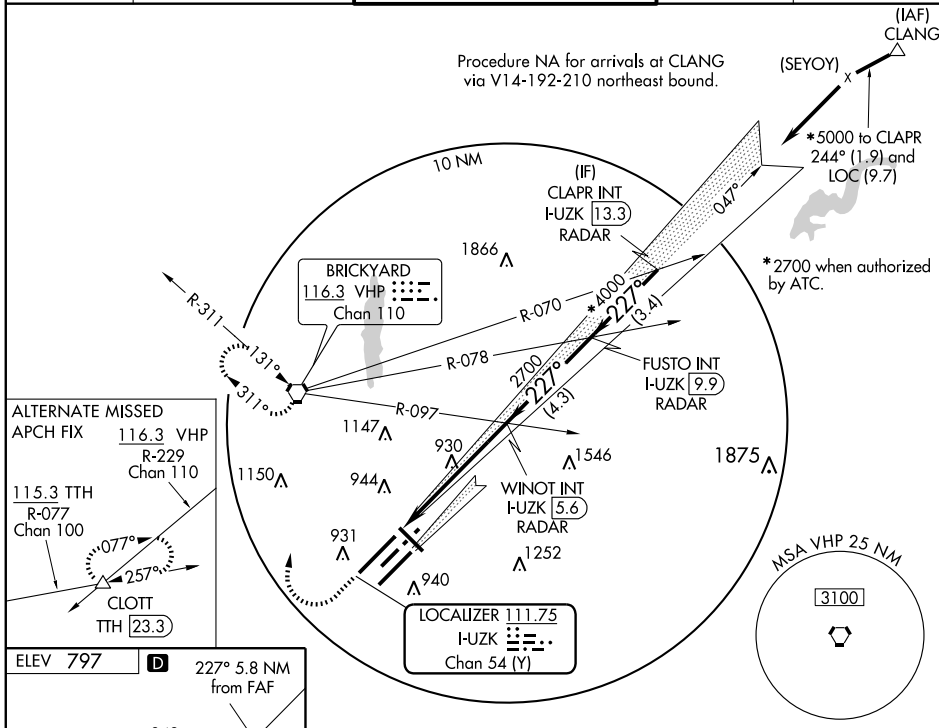


LOC/DME I-UZK <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>227°</b>	Rwy Idg <b>11200</b> TDZE <b>783</b> Apt Elev <b>797</b>
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ILS or LOC RWY 23R  
INDIANAPOLIS INTL (IND)

<p><b>T</b> Simultaneous approach authorized with Rwy 23L.</p> <p><b>A</b> ** RVR 1800 authorized with the use of FD or AP or HUD to DA.</p>	<p><b>MALSR</b></p> 	<p><b>MISSED APPROACH:</b> Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.</p>
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ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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▼  
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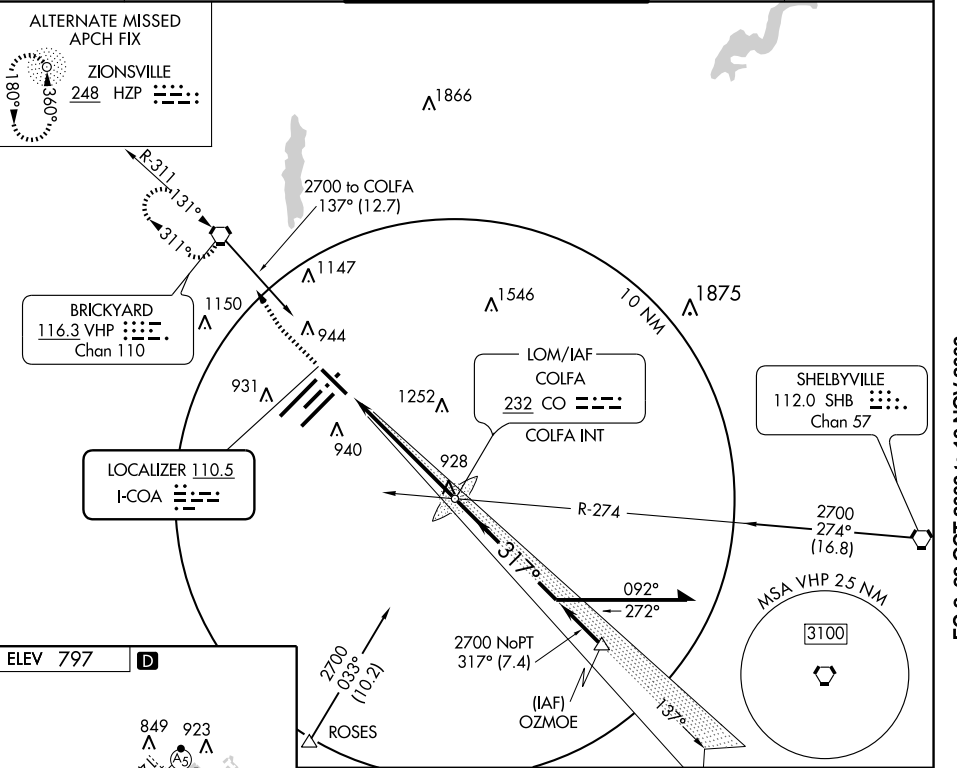
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS R

AS

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold, continue climb-in-hold to 3000.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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ELEV 797

D

1500

3000

VHP  
116.3

COLFA LOM/INT

2605

137°

317°

2700

2700

GS 3.00°  
TCH 53

Remain within 10 NM

VGSI and ILS glidepath not coincident.

HIRL all Rwy's

TDZ/CL Rwy's 5L and 5R

FAF to MAP 5.5 NM

Knots

60

90

120

150

180

Min:Sec

5:30

3:40

2:45

2:12

1:50

CATEGORY	A	B	C	D
S-ILS 32	* 992/24 200 (200-½)			
S-LOC 32	1240/24 448 (500-½)	1240/40 448 (500-¾)	1240-2 448 (500-1)	1240/50 448 (500-1)
CIRCLING	1420-1 623 (700-1)	1420-1 623 (700-1)	1420-2 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 22 OCT 2009 to 19 NOV 2009

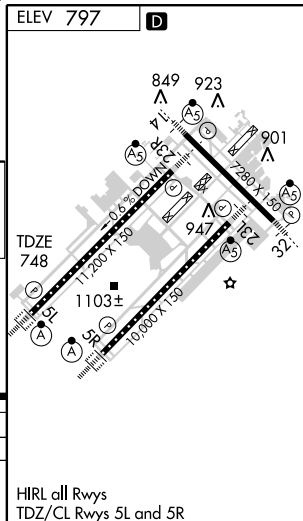
ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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\* 5000 to MERLO  
030° (2.3) and  
LOC (8.3)

Procedure NA for arrivals at KELLY  
via V11 southwest bound  
and V12 west bound.

Diagram illustrating the S-ILS 5L glidepath profile. The profile shows a descent from 5000 feet to 3000 feet at a 047° angle, then a steeper descent to 118 feet at the DH. Key points include MERLO (15.4 NM), JODEL (12 NM), CENEK (8.8 NM), and VHP (116.3 NM). The diagram also shows the 1700 and 3000 foot altitudes, the 748 MSL, and the 1051' distance to the DH. The glidepath is labeled "VGSI and ILS glidepath not coincident."

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



# ILS RWY 5L (CAT III)

INDIANAPOLIS INTL (IND)

LOC/DME I-IND <b>111.75</b> Chan <b>54</b> (Y)	APP CRS <b>047°</b>	Rwy Idg <b>11200</b> TDZE <b>748</b> Apt Elev <b>797</b>
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**Simultaneous approach authorized with Rwy 5R.**

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

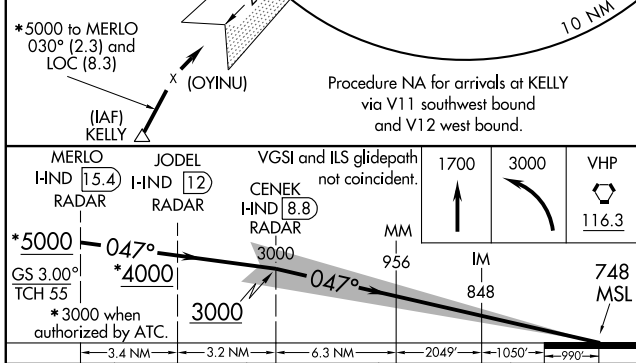
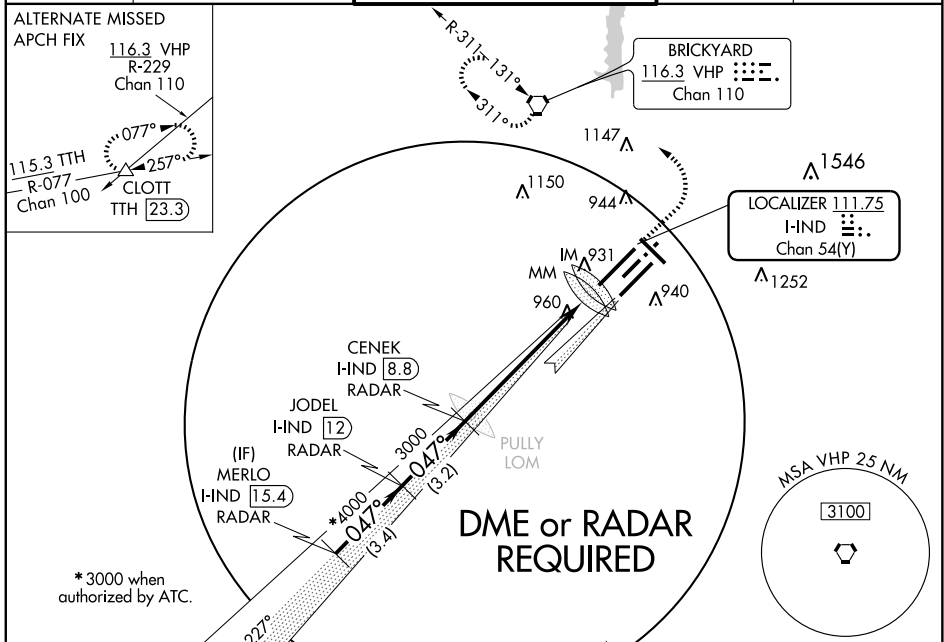
ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>119.3 317.8</b>	INDY TOWER (5R/23L, 14/32) <b>120.9 257.8</b> (5L/23R) <b>127.82 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>
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ALTERNATE MISSED  
APCH FIX

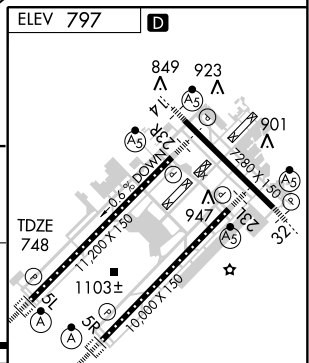
116.3 VHP  
R-229  
Chan 110

115.3 TTH  
R-077  
Chan 100

CLOTT  
TTH **23.3**



CATEGORY	A	B	C	D
S-ILS 5L			CAT IIIA RVR 07	
S-ILS 5L			CAT IIIB RVR 06	
S-ILS 5L			CAT IIIC NA	



CATEGORY	A	B	C	D
S-ILS 5L			CAT IIIA RVR 07	
S-ILS 5L			CAT IIIB RVR 06	
S-ILS 5L			CAT IIIC NA	

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL all Rwy's  
TDZ/CL Rwy's 5L and 5R

LOC/DME I-QQV <b>111.15</b> Chan <b>48</b> (Y)	APP CRS <b>047°</b>	Rwy Idg <b>10000</b> TDZE <b>791</b> Apt Elev <b>797</b>
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ILS RWY 5R (CAT II)  
INDIANAPOLIS INTL (IND)

**T** Simultaneous approach authorized with Rwy 5L.  
**A** ADF REQUIRED.

ALSF-2

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS  
134.25

INDIANAPOLIS APP CON  
119.3 317.8

INDY TOWER		
(5R/23L, 14/32)	<b>120.9</b>	<b>257.8</b>
(5L/23R)	<b>127.82</b>	<b>257.8</b>

GND CON  
121.9 257.8

CLNC DEL  
**128.75 257.8**

ADF and DME or  
RADAR REQUIRED

ALTERNATE MISSED  
APCH FIX

LAREZ  
349 FV :: ::

LOM  
COLFA  
232 CO = ::

MSA VHP 25 NM

\*3100 when authorized by ATC.

\*5000 to BIRRA  
048° (4.6) and  
LOC (6.2) \

(IAF) KELLY

Procedure NA for arrivals at KELLY  
via V11 and V12 southwest bound.

ELEV 797

**D**

Diagram illustrating a flight path with altitude changes:

- Initial altitude: 5000
- Altitude change: 047° (descent)
- Intermediate altitude: 4000
- Altitude change: 047° (descent)
- Intermediate altitude: 3100
- Altitude change: 047° (descent)
- Final altitude: 3000
- Procedure Turn NA
- GS 3.00° TCH 50
- \* 3100 when authorized by ATC.

1500 ↑	3000 ↗	CO 232 
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VGSI and ILS glidepath not coincident.

CATEGORY	A	B	C	D
S-ILS 5R	891/12 100 RA 131			

CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED

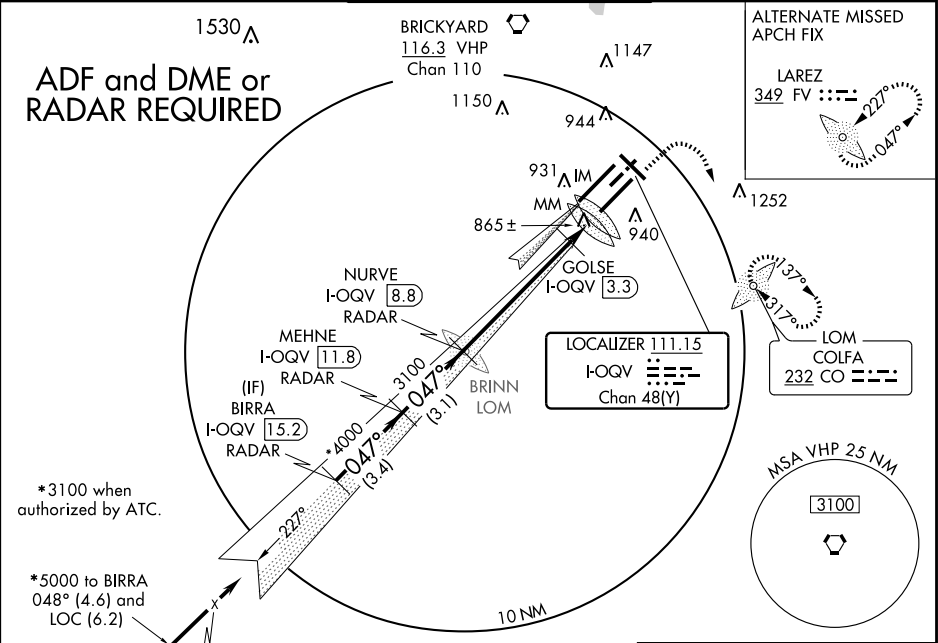
HIRL all Rwys  
TDZ/CL Rwys 5L and 5R

LOC/DME I-QOV <b>111.15</b> Chan <b>48(Y)</b>	APP CRS <b>047°</b>	Rwy Idg TDZE Apt Elev <b>10000</b> <b>791</b> <b>797</b>
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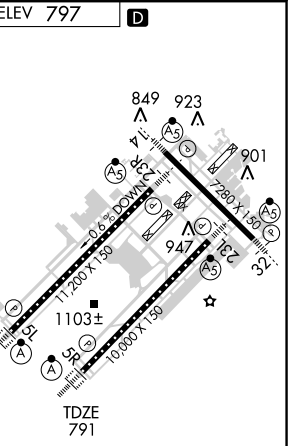
ILS RWY 5R (CAT III)  
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5L. ADF REQUIRED.	ALSF-2 	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.
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ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>119.3 317.8</b>	INDY TOWER (5R/23L, 14/32) <b>120.9 257.8</b> (5L/23R) <b>127.82 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>
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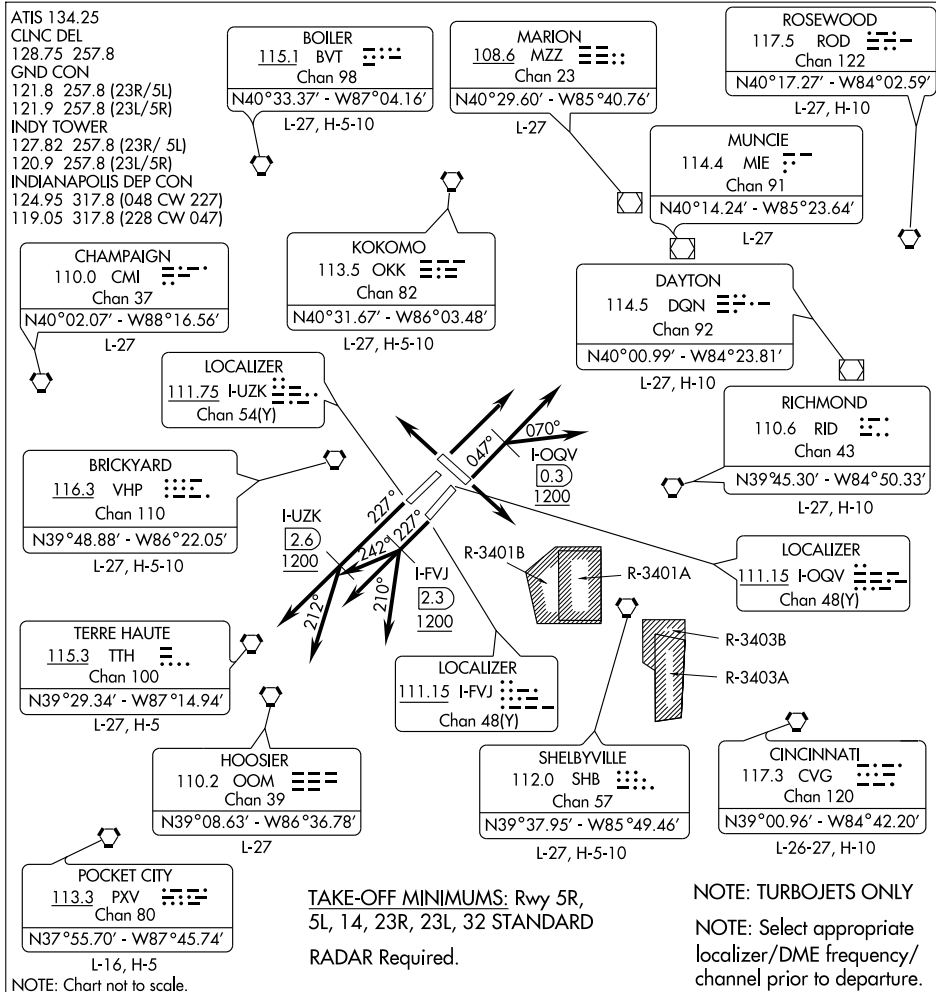
BIRRA I-QOV [15.2] RADAR	MEHNE I-QOV [11.8] RADAR	VGSI and ILS glidepath not coincident.	1500	3000	CO 232
Procedure Turn NA					
*5000	047°	*4000	3100	047°	791 MSL
GS 3.00° TCH 50		*3100 when authorized by ATC.	3100		
3.4 NM	3.1 NM	6.5 NM	1919'	876'	1032'
CATEGORY	A	B	C	D	
S-ILS 5R		CAT IIIA RVR 07			
S-ILS 5R		CAT IIIB RVR 06			
S-ILS 5R		CAT IIIC NA			



HIRL all Rwys  
TDZ/CL Rws 5L and 5R

# INDY TWO DEPARTURE

SL-203 (FAA)

INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA


## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF RWY 23R:** Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF RWY 23L:** Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF RWY 5R:** Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

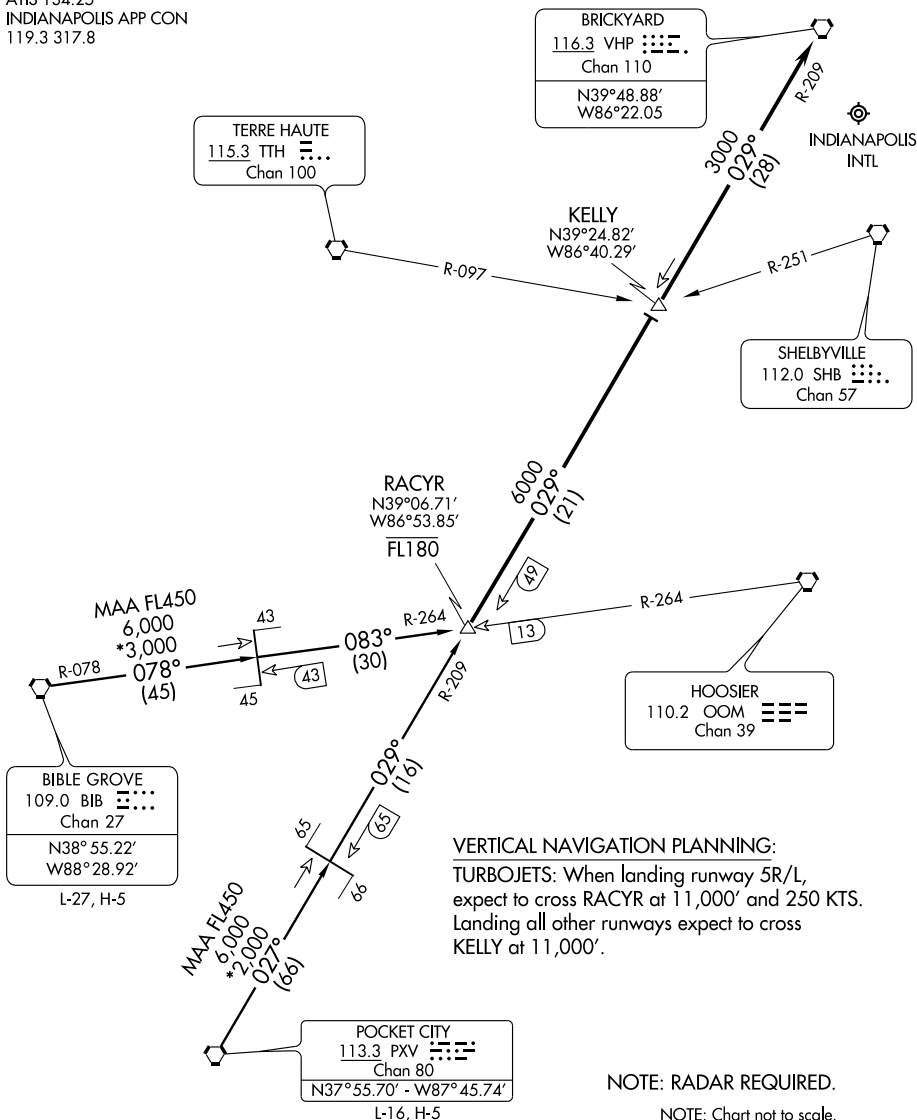
**TAKE-OFF ALL OTHER RUNWAYS:** Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.



## RACYR ONE ARRIVAL

INDIANAPOLIS, INDIANA

ATIS 134.25  
INDIANAPOLIS APP CON  
119.3 317.8



EC-2, 22 OCT 2009 to 19 NOV 2009



**BIBLE GROVE TRANSITION (BIB.RACYR1):** From over BIB VORTAC via BIB R-078/ OOM R-264 to RACYR INT. Thence....

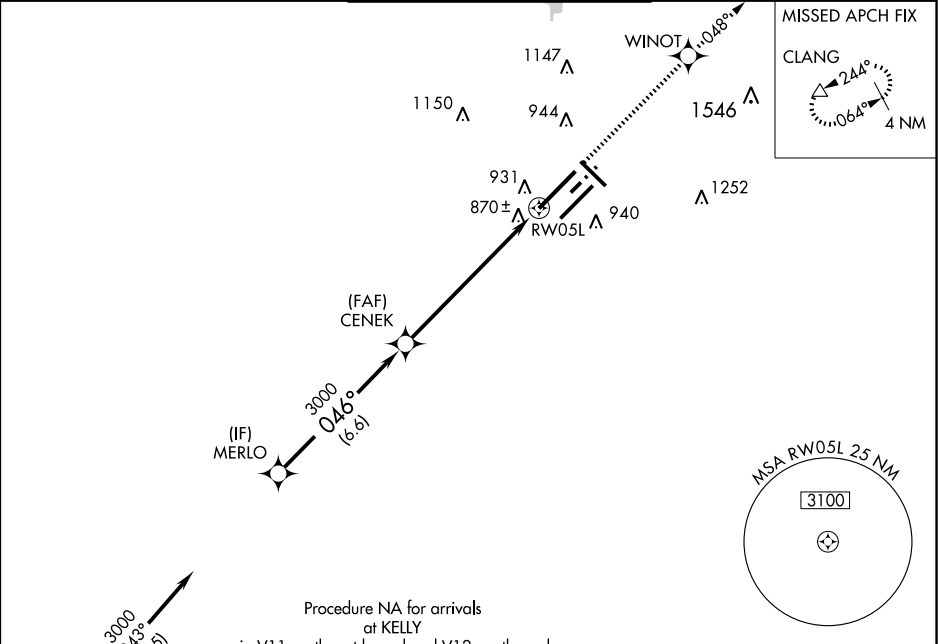
**POCKET CITY TRANSITION (PXV.RACYR1):** From over PXV VORTAC via PXV R-027/ VHP R-209 to RACYR INT. Thence....

....From over RACYR INT, via VHP R-209 (MEA 6000) to KELLY INT, thence via VHP R-209 (MEA 3000) to VHP VORTAC. Expect radar vectors to final approach course.

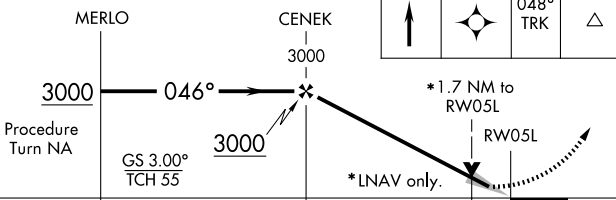
WAAS CH <b>45706</b> <b>W05A</b>	APP CRS <b>046°</b>	Rwy Idg <b>11200</b> TDZE <b>748</b> Apt Elev <b>797</b>
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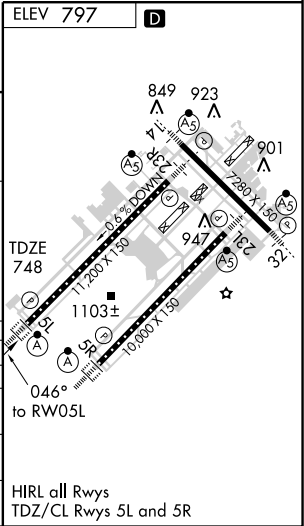
RNAV (GPS) Y RWY 5L  
INDIANAPOLIS INTL (IND)

	For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.				MISSED APPROACH: Climb to 2900 direct WINOT and via 048° track to CLANG and hold.	
ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8		INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8		GND CON 121.9 257.8	CLNC DEL 128.75 257.8



Procedure NA for arrivals at KELLY via V11 southwest bound and V12 westbound.

VGSI and RNAV glidepath not coincident.				
				
CATEGORY	A	B	C	D
LPV DA	1104/40 356 (400-¾)			
LNAV/VNAV DA	1283-1½ 535 (500-1½)			
LNAV MDA	1360/24 612 (600-½)		1360/60 612 (600-1¼)	1360-1½ 612 (600-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¼ 623 (700-1¼)	1420-2 623 (700-2)



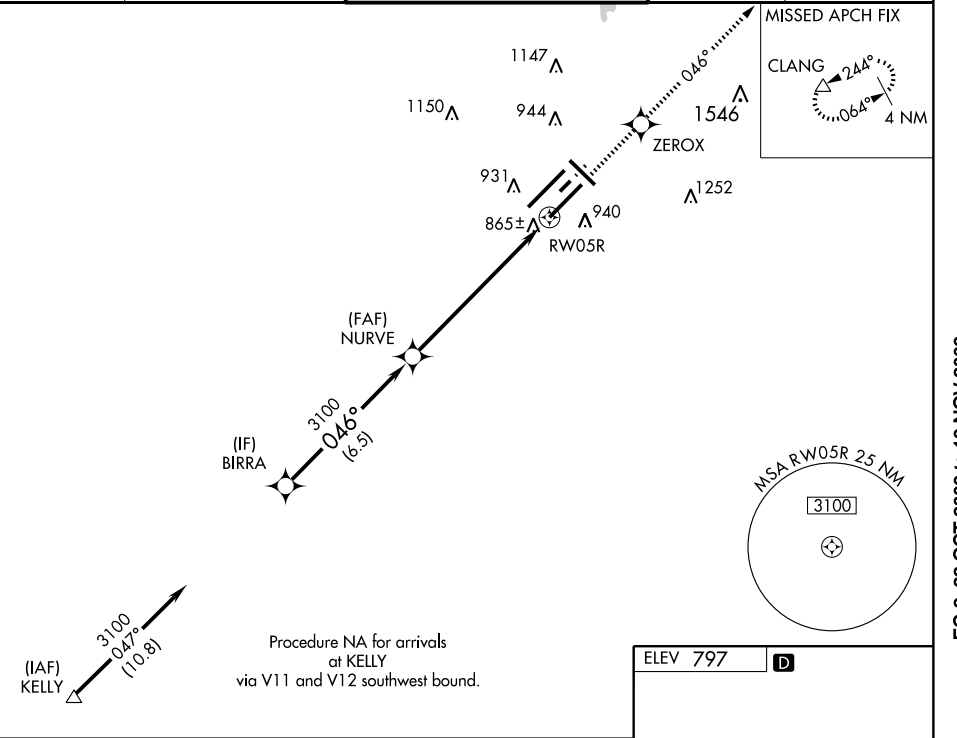
WAAS CH <b>50306</b> <b>W05B</b>	APP CRS <b>046°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>791</b> <b>797</b>
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For inoperative ALSF, increase LPV all Cats visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

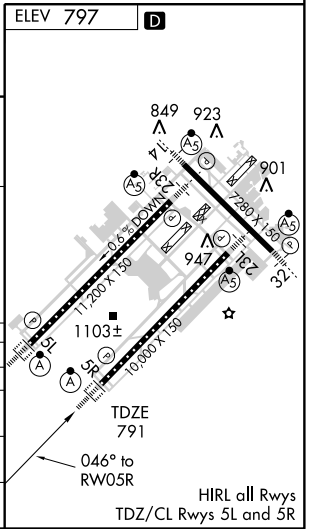
ALSF-2

MISSED APPROACH: Climb to 2900 direct ZEROX and via 046° track to CLANG and hold.

ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>119.3 317.8</b>	INDY TOWER (5R/23L, 14/32) <b>120.9 257.8</b> (5L/23R) <b>127.82 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>
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VGS1 and RNAV glidepath not coincident.				
BIRRA		NURVE		
3100		3100		
Procedure Turn NA		* 1.7 NM to RWY05R		
GS 3.00° TCH 50		* LNAV only.		
6.5 NM		5.3 NM		
CATEGORY	A	B	C	D
LPV DA	1137/40 346 (400-¾)			
LNAV/VNAV DA	1220/50 429 (500-1)			
LNAV MDA	1400/24 609 (700-½)		1400/60 609 (700-¼)	1400-1½ 609 (700-½)
CIRCLING	1420-1 623 (700-1)		1420-1¼ 623 (700-¾)	1420-2 623 (700-2)



EC-2: 22 OCT 2009 to 19 NOV 2009

WAAS

CH 42602

W14A

APP CRS

137°

Rwy Idg

7280

TDZE

796

Apt Elev

797

For inoperative MALSRS, increase LNAV Cat D visibility to RVR 6000.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSRS

MISSED APPROACH:

Climb to 2700 direct TEKNE and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	(5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	121.9 257.8	128.75 257.8

WOREL

JERNO

2500

136°

2500

137°

\*1.1 NM to RW14

RW14

\*LNAV only

6.1 NM

4 NM

1.1

2700

TEKNE

VGSI and RNAV glidepath not coincident.

CATEGORY	A	B	C	D
LPV DA	1046/24		250 (300-½)	
LNAV/VNAV DA	1230/50		434 (500-1)	
LNAV MDA	1220/24	424 (500-½)	1220/40 424 (500-¾)	1220/50 424 (500-1)
CIRCLING	1420-1	623 (700-1)	1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

ELEV 797

D

137° to RW14

TDZE 796

849

923

901

7280 X 150

947

231

321

1103±

11200 X 150

10000 X 150

HIRL all Rws



TDZ/CL Rws 5L and 5R

EC-2: 22 OCT 2009 to 19 NOV 2009

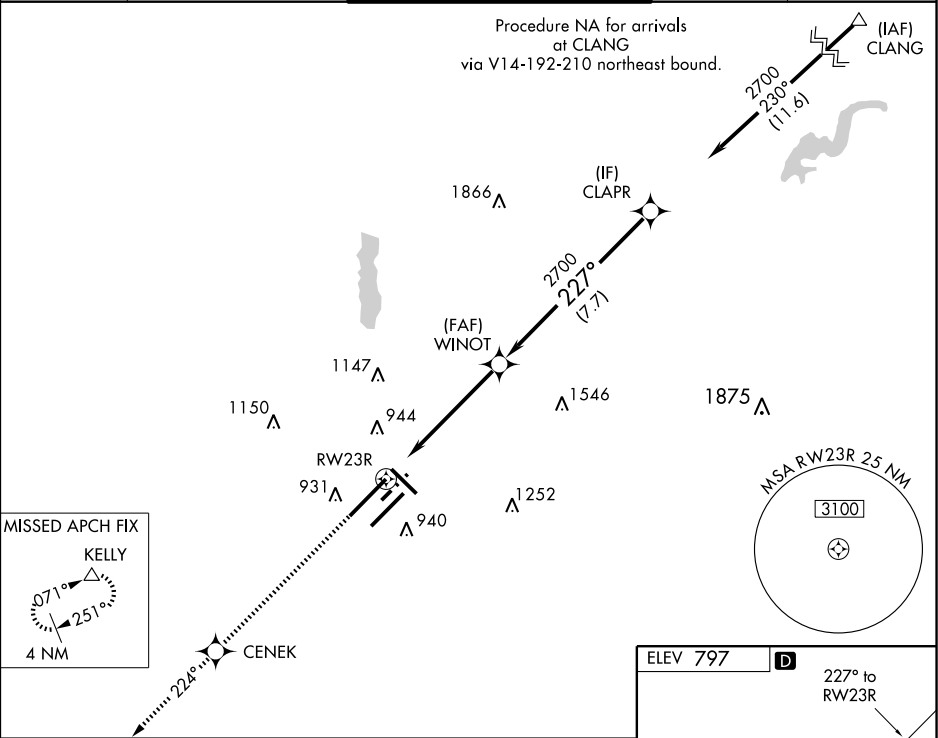


WAAS CH <b>77706</b> <b>W23B</b>	APP CRS <b>227°</b>	Rwy Idg <b>11200</b> TDZE <b>783</b> Apt Elev <b>797</b>
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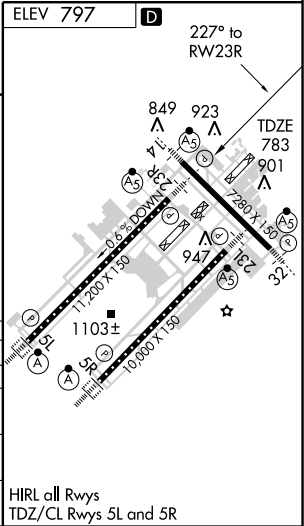
RNAV (GPS) Y RWY 23R  
INDIANAPOLIS INTL (IND)

 For inoperative MALS, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.	MALS 	MISSED APPROACH: Climb to 3100 direct CENEK and via 224° track to KELLY and hold.
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ATIS <b>134.25</b>	INDIANAPOLIS APP CON <b>119.3 317.8</b>	INDY TOWER (5R/23L, 14/32) <b>120.9 257.8</b> (5L/23R) <b>127.82 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>128.75 257.8</b>
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3100	CENEK	TRK 224°	KELLY	WINOT 2700	CLAPR 2700
↑	✧	△			
*1.2 NM to RW23R					
*LNAV only.					
VGS and RNAV glidepath not coincident.					
Procedure Turn NA					
GS 3.00° TCH 55					
CATEGORY	A	B	C	D	
LPV DA	1172/40 389 (400-¾)				
LNAV/VNAV DA	1242/50 459 (500-1)				
LNAV MDA	1220/24 437 (500-½)	1220/40 437 (500-¾)	1220/50 437 (500-1)		
CIRCLING	1420-1 623 (700-1)	1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)		



WAAS

CH 62802

W32A

APP CRS

317°

Rwy Idg

7280

TDZE

792

Apt Elev

797

For inoperative MALS/R, increase LNAV Cat D visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS/R

MISSED APPROACH:

Climb to 2500 direct WOREL and hold.

ATIS

134.25

INDIANAPOLIS APP CON

119.3

317.8

INDY TOWER

(5R/23L, 14/32)

120.9

257.8

(5L/23R)

127.82

257.8

GND CON

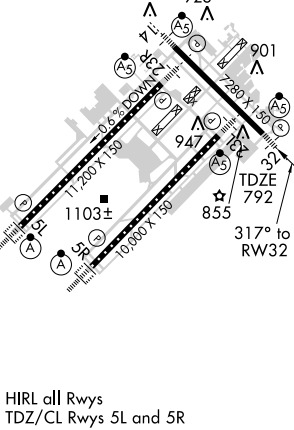
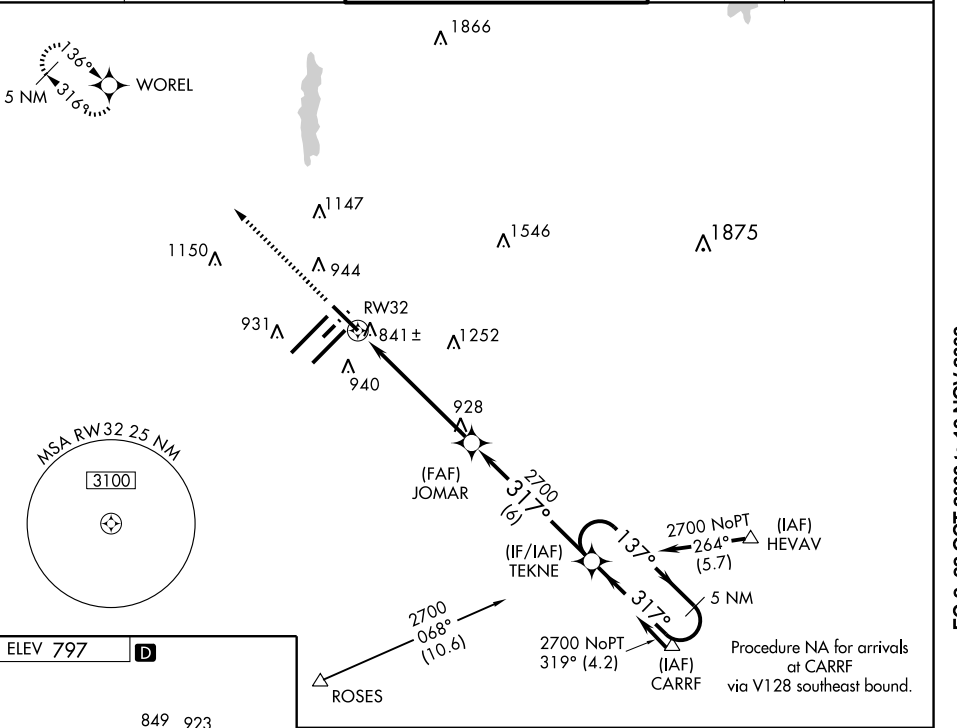
121.9





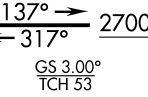
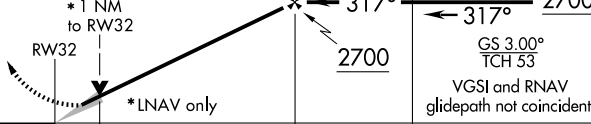
257.8

CLNC DEL

128.75

257.8



2500	WOREL	JOMAR	TEKNE	5 NM Holding Pattern
				
				
CATEGORY	A	B	C	D
LPV DA	1042/24 250 (300-½)			
LNAV/VNAV DA	1275/60 483 (500-1¼)			
LNAV MDA	1180/24 388 (400-½)			1180/50 388 (400-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

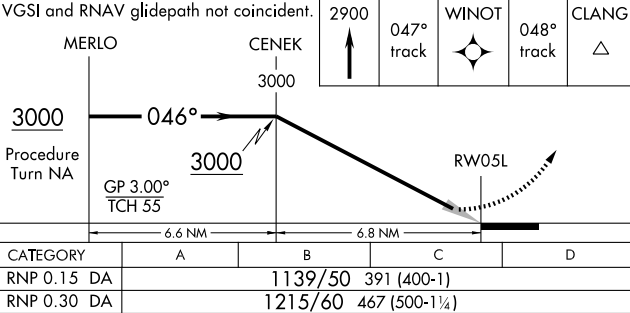
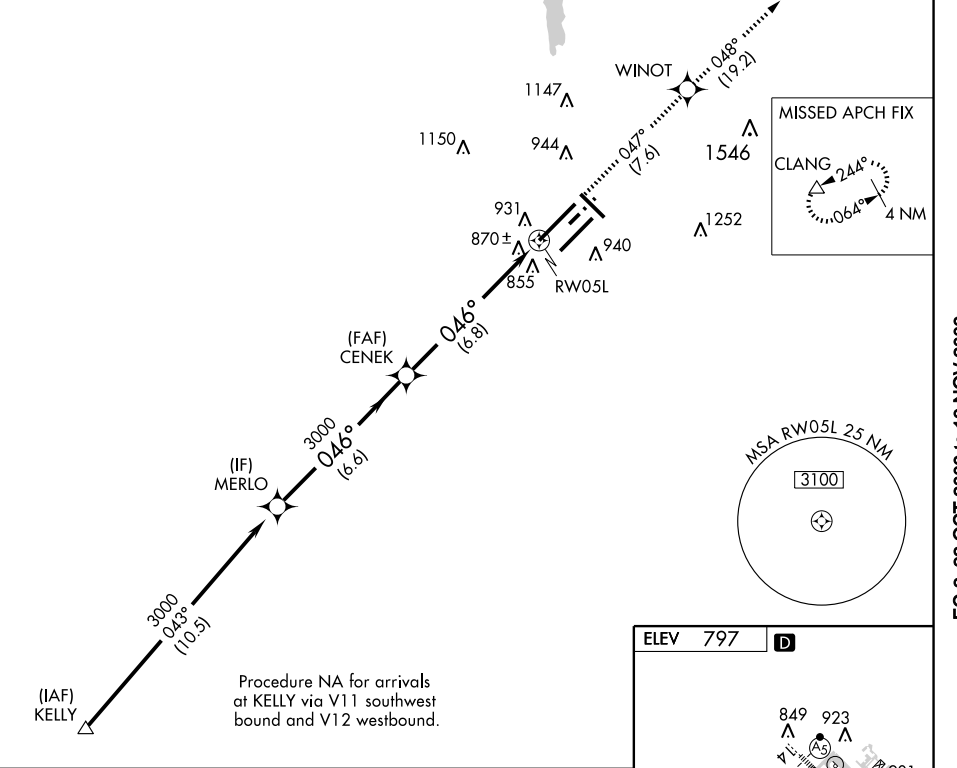
HIRL all Rwy's  
TDZ/CL Rwy's 5L and 5R

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1¼ mile.

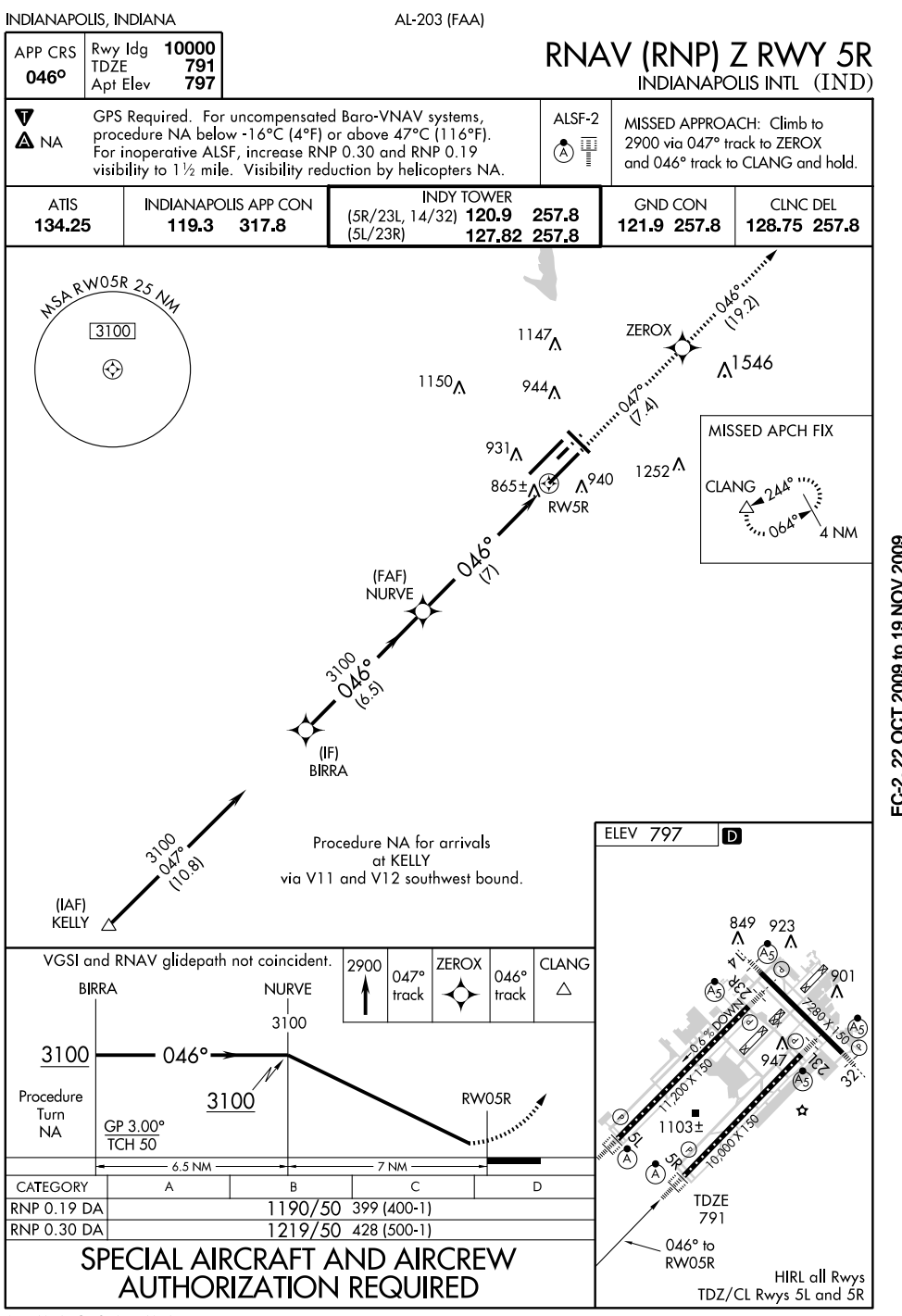
ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to WINOT and 048° track to CLANG and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSRS, increase RNP 0.22 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

MALSRS

MISSED APPROACH: Climb to 2700 via 137° track to TEKNE and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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Procedure NA for arrivals at ADVAY via V24-128-399 northwest bound.

MSA RW14 25 NM  
3100

WOREL JERNO

2500 2500

136° 137°

6.1 NM 5.1 NM

2700 137° track TEKNE

VGSIs and RNAV glidepath not coincident.

RW14

CATEGORY	A	B	C	D
RNP 0.22 DA		1093/24	297 (300-½)	
RNP 0.30 DA		1172/40	376 (400-¾)	

ELEV 797 D

137° to RW14

849 923 901

TDZE 796

1103±

7280 X 150

2,200 X 150



10,000 X 150

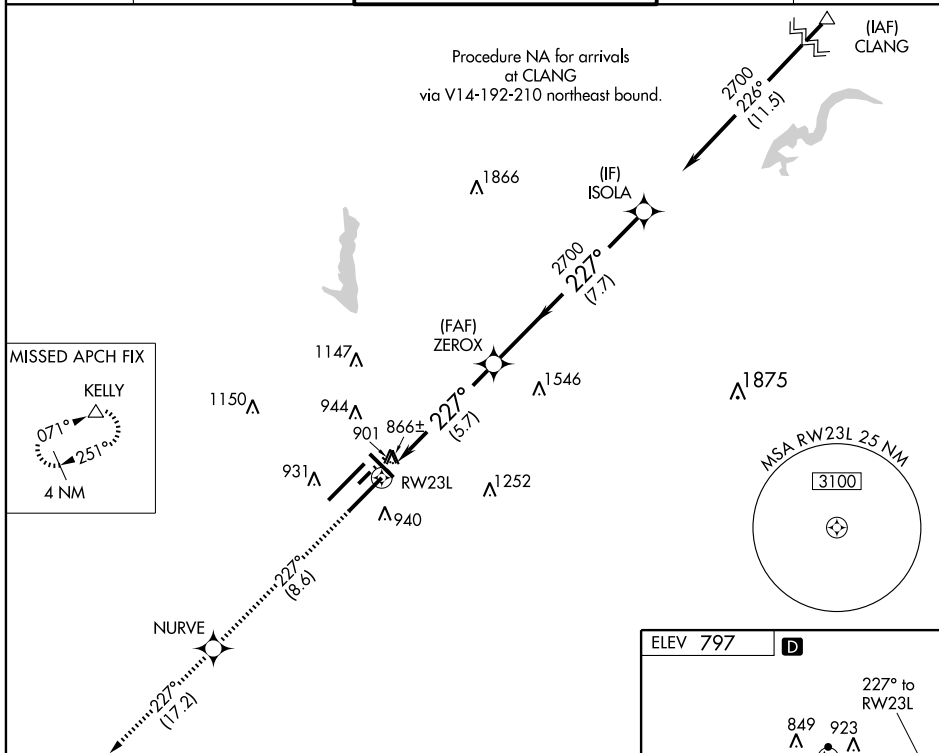
HIRL all Rwy's  
TDZ/CL Rwy's 5L and 5R

EC-2, 22 OCT 2009 to 19 NOV 2009

APP CRS <b>227°</b>	Rwy Idg TDZE Apt Elev	<b>10000</b> <b>790</b> <b>797</b>
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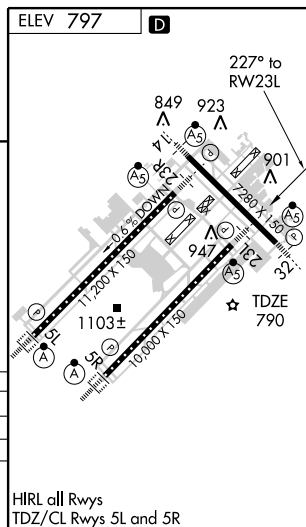
RNAV (RNP) Z RWY 23L  
INDIANAPOLIS INTL (IND)

 GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 and RNP 0.25 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.	 MALSR		MISSED APPROACH: Climb to 3100 via 227° track to NURVE and 227° track to KELLY and hold.	
	ATIS <b>134.25</b>		INDIANAPOLIS APP CON <b>119.3 317.8</b>	
INDY TOWER (5R/23L, 14/32) <b>120.9 257.8</b> (5L/23R) <b>127.82 257.8</b>		GND CON <b>121.9 257.8</b>		CLNC DEL <b>128.75 257.8</b>



3100 ↑	227° track	NURVE 	227° track	KELLY △	VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	
RNP 0.25 DA	1168/40 378 (400-3¼)				
RNP 0.30 DA	1182/50 392 (400-1)				

**SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED**



GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to CENEK and via 224° track to KELLY and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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Procedure NA for arrivals at CLANG via V14-192-210 northeast bound.

2700 230° (11.6) (IAF) CLANG

2700 227° (7.7) (IF) CLAPR

1866 A

1147 A

1150 A

944 A

923 A

931 A

940 A

1546 A

1875 A

MSA RW23R 25 NM

3100

MISSED APCH FIX

KELLY

071° 251°

4 NM

CENEK

224° (17.1)

227° (8.7)

3100	227° track	CENEK	224° track	KELLY	WINOT	CLAPR
↑					2700	2700
				227°		2700
				RW23R		Procedure Turn NA
				VGSi and RNAV glidepath not coincident.		GP 3.00°
				5.8 NM		TCH 55
				7.7 NM		
CATEGORY	A	B	C	D		
RNP 0.30 DA	1220/50 437 (500-1)					
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED						

ELEV 797 D

227° to RW23R

849 A

923 A

TDZE 783

901 A

947 A

1103±

11,200 X 150

10,800 X 150

23L

32

HIRL all Rwy's

TDZ/CL Rwy's 5L and 5R

EC-2, 22 OCT 2009 to 19 NOV 2009

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.19 visibility to RVR 5000 and RNP 0.30 visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 via 317° track to WOREL and hold.

ATIS 134.25	INDIANAPOLIS APP CON 119.3 317.8	INDY TOWER (5R/23L, 14/32) 120.9 257.8 (5L/23R) 127.82 257.8	GND CON 121.9 257.8	CLNC DEL 128.75 257.8
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Procedure NA for arrivals at CARRF via V128 southeast bound.

HIRL all Rwys  
TDZ/CL Rwys 5L and 5R

2500

317° track

WOREL

VGSI and RNAV glidepath not coincident.

JOMAR  
2700

TEKNE  
2700

Procedure Turn NA

GP 3.00°  
TCH 53

CATEGORY	A	B	C	D
RNP 0.19 DA	1090/24 298 (300-½)			
RNP 0.30 DA	1186/50 394 (400-1)			

SPECIAL AIRCRAFT AND AIRCREW  
AUTHORIZATION REQUIRED

EC-2, 22 OCT 2009 to 19 NOV 2009

# (ROCKY4.ROCKY) 08325 **ROCKY FOUR DEPARTURE**

SL-203 (FAA)

INDIANAPOLIS INTL (IND)  
 INDIANAPOLIS, INDIANA

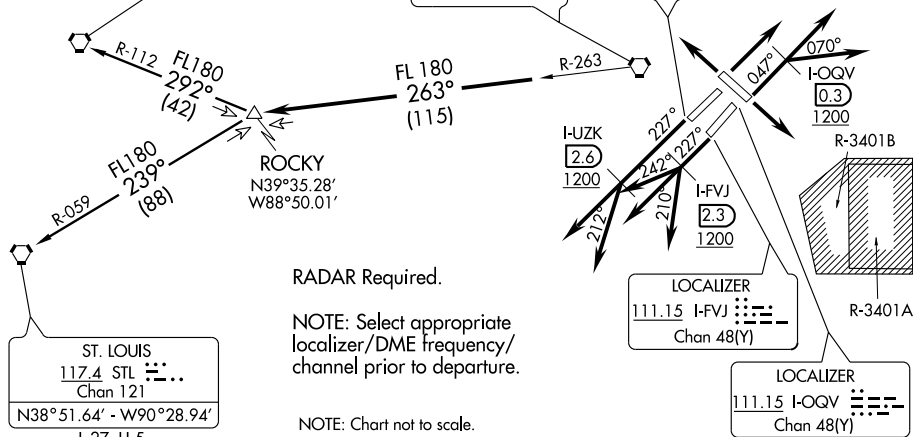
ATIS 134.25  
 CLNC DEL  
 128.75 257.8  
 GND CON  
 121.8 257.8 (23R/5L)  
 121.9 257.8 (23L/5R)  
 INDY TOWER  
 127.82 257.8 (23R/ 5L)  
 120.9 257.8 (23L/5R)  
 INDIANAPOLIS DEP CON  
 124.95 317.8 (048 CW 227)  
 119.05 317.8 (228 CW 047)

SPINNER  
 112.7 SPI  
 Chan 74  
 N39°50.38' - W89°40.66'  
 L-27, H-5

BRICKYARD  
 116.3 VHP  
 Chan 110

TAKE-OFF MINIMUMS: Rwy 5R,  
 5L, 14, 23R, 23L, 32 STANDARD.

LOCALIZER  
 111.75 I-UZK  
 Chan 54(Y)



RADAR Required.

NOTE: Select appropriate  
 localizer/DME frequency/  
 channel prior to departure.

NOTE: Chart not to scale.

## **DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 23R (TURBOJETS ONLY):** Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF RWY 23L (TURBOJETS ONLY):** Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF RWY 5R (TURBOJETS ONLY):** Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY):** Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

**TAKE-OFF ALL RUNWAYS (PROPELLER ONLY):** Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

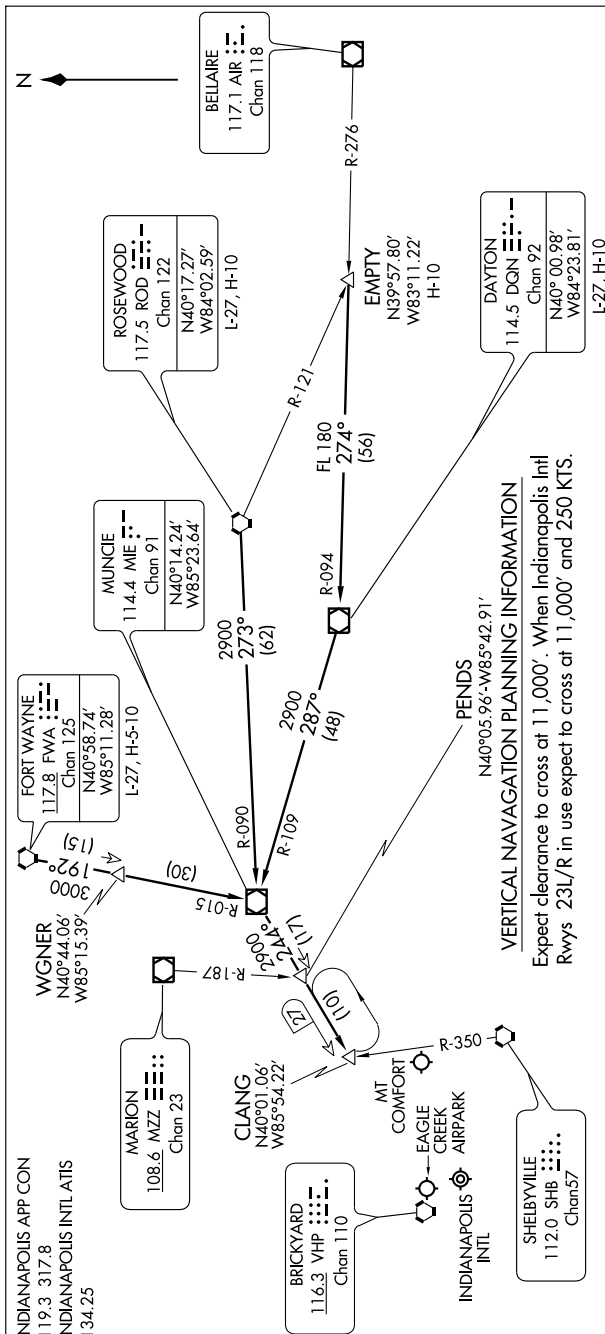
**SPINNER TRANSITION (ROCKY4.SPI):** From over ROCKY INT via SPI R-112 to SPI VORTAC.

**ST. LOUIS TRANSITION (ROCKY4.STL):** From over ROCKY INT via STL R-059 to STL VORTAC.

EC-2, 22 OCT 2009 to 19 NOV 2009

## CLANG FIVE ARRIVAL

INDIANAPOLIS, INDIANA



NOTE: Chart not to scale.

EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-MQJ <b><u>108.7</u></b>	APP CRS <b>252°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>861</b> <b>862</b>
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## ILS or LOC RWY 25

INDIANAPOLIS/MOUNT COMFORT (MQJ)



When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cat D visibility  $\frac{1}{4}$  mile.

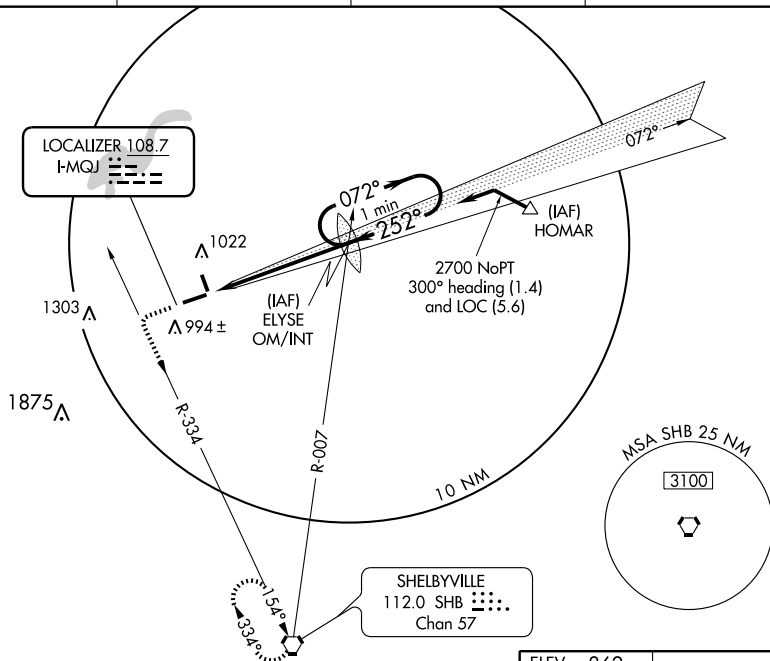



**MISSED APPROACH:** Climb to 1 300, then climbing left turn to 2400 via SHB R-334 to SHB VORTAC and hold.

AWOS-3  
124,175

INDIANAPOLIS APP CON  
127.15 317.8

CLNC DEL  
**119.25**

UNICOM  
122.7 (CTAF) **L**

1300 ↑	2400 ↘ R-334	SHB  112.0
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ELYSE  
OM/INT

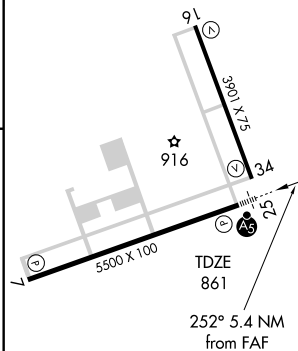
## One Minute Holding Pattern

$$\frac{0.72^\circ}{0.52^\circ} \rightarrow 2700$$

GS 3.00°  
TCH 53

---

ELEV 862



REIL Rwy 7 and 34  
HIRL Rwy 7-25 **L**  
MIRL Rwy 16-34

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48





▼

NA

For inoperative MALS, increase LNAV Cat A/B/C visibility to 1 mile and Cat D to 1 1/4 mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities 1/2 mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALS

MISSED APPROACH:

Climb to 2900 direct RAPBO and via 143° track to SHB VORTAC and hold.

AWOS-3 124.175	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 119.25	UNICOM 122.7 (CTAF) 1
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Procedure NA for arrivals at SHB VORTAC on airway radials 028 CW 080

Procedure NA for arrivals at NEWTO via V50 eastbound.

MSA RW25 25 NM 3100

2900	RAPBO	TRK 143°	SHB	HUDAX	FOGBU	4 NM Holding Pattern		
*1 NM to RW25								
*LNAV only								
1 NM 4.5 NM 6 NM								
CATEGORY	A	B	C	D				
LPV DA	1161-3/4 300 (300-3/4)							
LNAV/VNAV DA	1260-1 399 (400-1)							
LNAV MDA	1220-3/4 359 (400-3/4)				1220-1 359 (400-1)			
CIRCLING	1340-1 478 (500-1)		1340-1 1/2 478 (500-1 1/2)		1420-2 558 (600-2)			

ELEV 862

TDZE 861

252° to RW25

REIL Rwy 7 and 34

HIRL Rwy 7-25 1

MIRL Rwy 16-34

EC-2: 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	<b>3901</b>
<b>342°</b>	TDZE	<b>858</b>
	Apt Elev	<b>862</b>

# RNAV (GPS) RWY 34

## INDIANAPOLIS/MOUNT COMFORT (MQJ)

**T** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis altimeter setting.

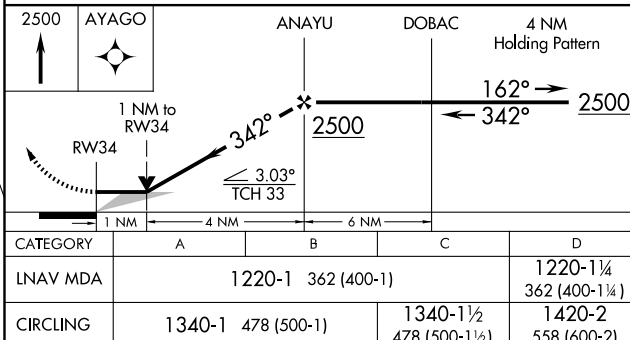
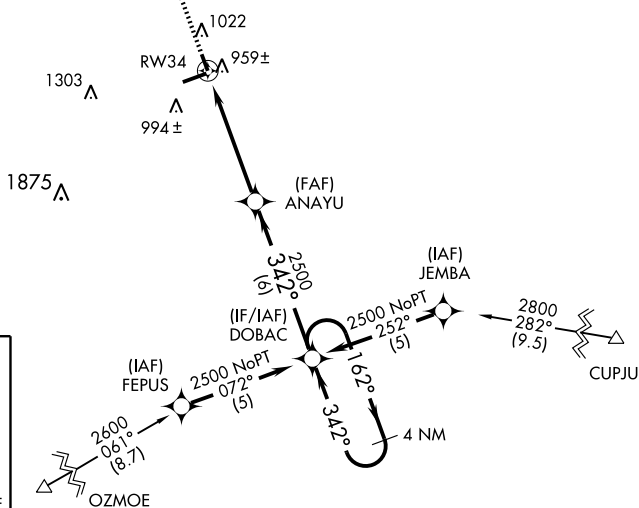
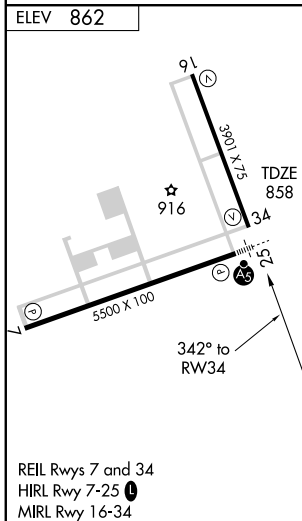
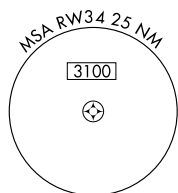
**MISSED APPROACH:** Climb to 2500 direct AYAGO and hold.

AWOS-3  
124.175

INDIANAPOLIS APP CON  
127.15 317.8

CLNC DEL  
**119.25**

UNICOM  
122.7 (CTAF) **L**



VOR RWY 34

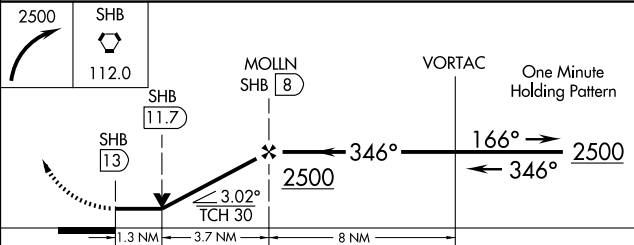
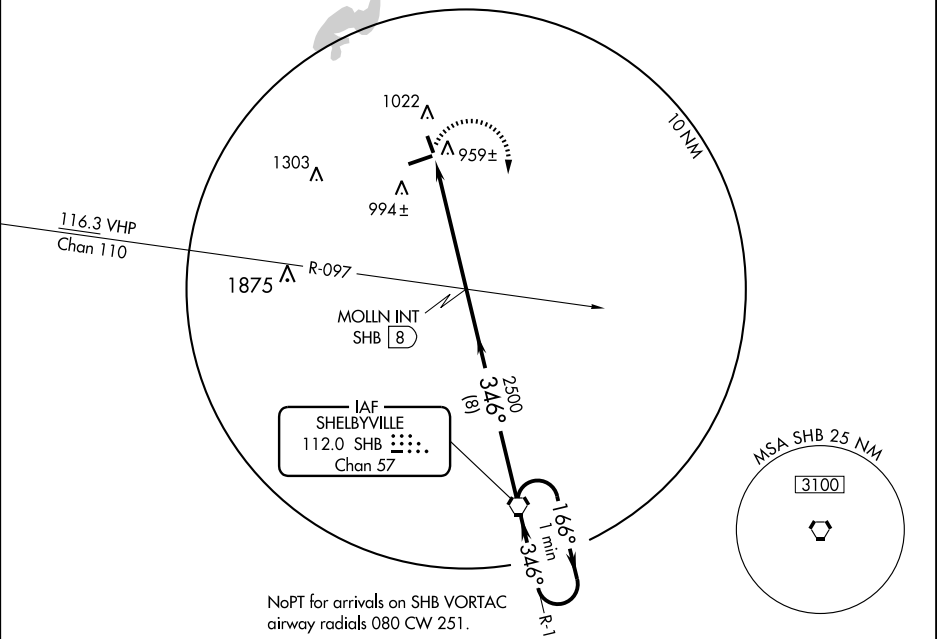
INDIANAPOLIS/MOUNT COMFORT (MQJ)

VORTAC SHB 112.0 Chan 57	APP CRS 346°	Rwy Idg TDZE Apt Elev	3901 858 862
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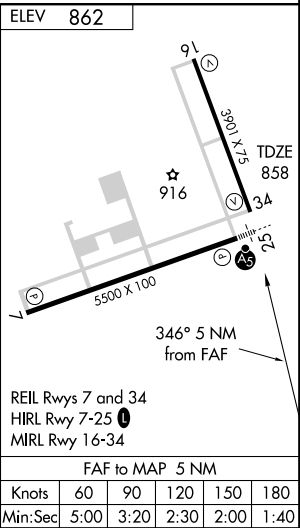
When local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA 60 feet, increase S-34 Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct SHB VORTAC and hold.

AWOS-3 124.175	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 119.25	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
S-34	1300-1 442 (500-1)	1300-1¼ 442 (500-1¼)	1300-1½ 442 (500-1½)	1300-1¾ 442 (500-1¾)
CIRCLING	1340-1 478 (500-1)	1340-1½ 478 (500-1½)	1420-2 558 (600-2)	1420-2 558 (600-2)



ILS or LOC RWY 36  
INDIANAPOLIS EXECUTIVE (TYQ)

**MISSED APPROACH:** Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

UNICOM  
123.05 (CTAF) **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

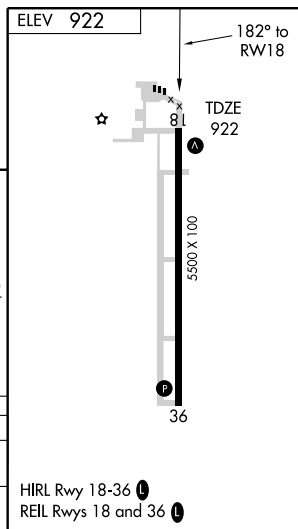
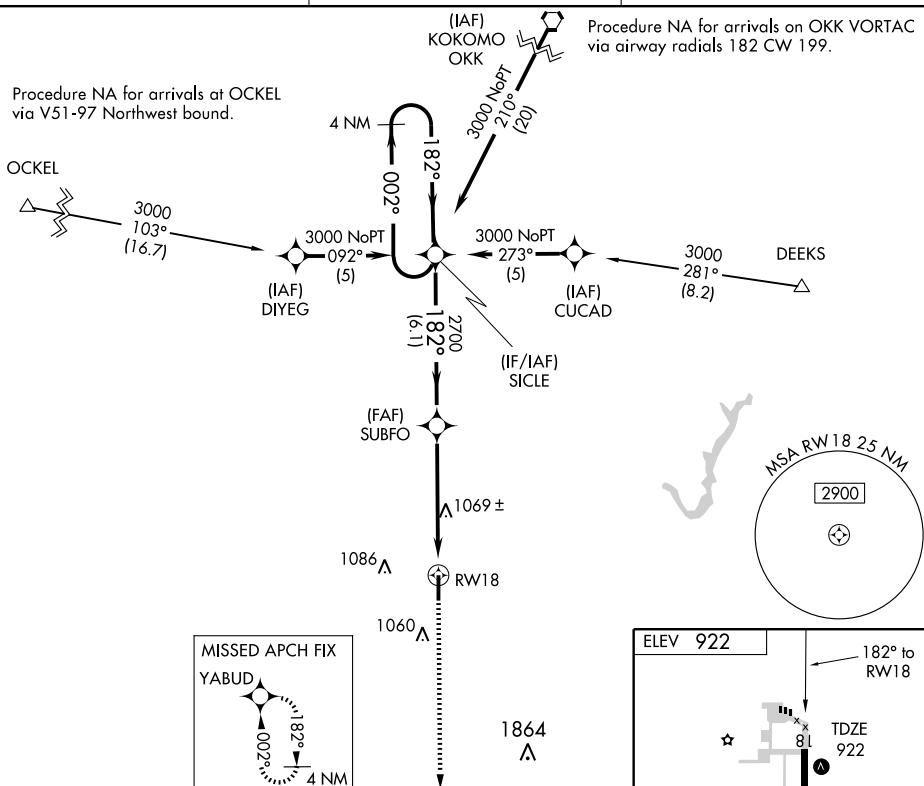
	5.3 NM		6.1 NM		
CATEGORY	A	B	C	D	
S-ILS 36	1122- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )				
S-LOC 36	1340-1 418 (500-1)		1340-1 <sup>1</sup> / <sub>4</sub> 418 (400-1 <sup>1</sup> / <sub>4</sub> )		
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1 <sup>1</sup> / <sub>2</sub> 458 (500-1 <sup>1</sup> / <sub>2</sub> )		1480-2 558 (600-2)

# RNAV (GPS) RWY 18

**MISSED APPROACH:** Climb to 3000 direct YABUD and hold.

UNICOM  
123.05 (CTAF) **L**

Procedure NA for arrivals on OKK VORTAC  
via airway radials 182 CW 199.



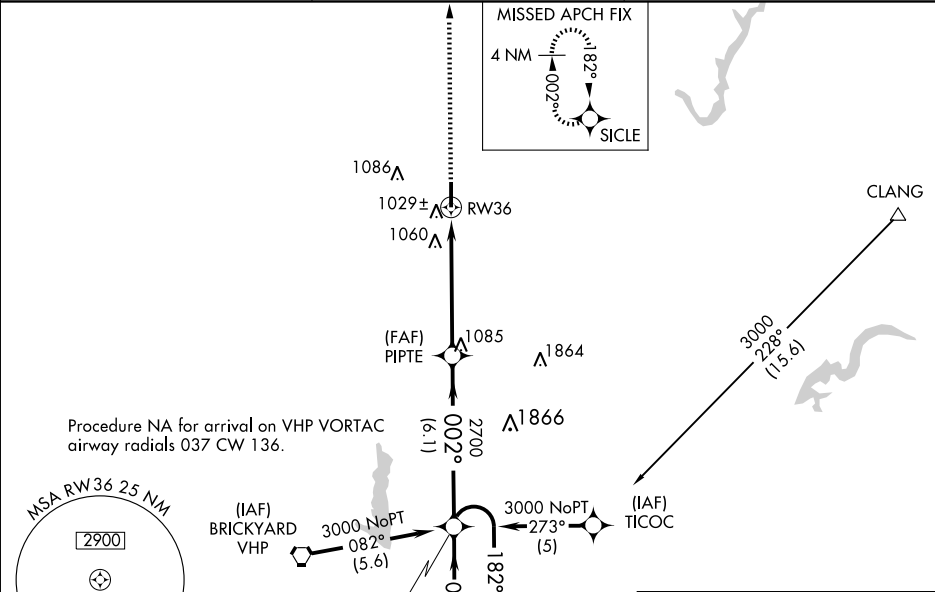
WAAS CH <b>53599</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev <b>5500</b> <b>922</b>
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RNAV (GPS) RWY 36  
INDIANAPOLIS EXECUTIVE (TYQ)

**Baro-VNAV NA** when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
SICL and hold.

AWOS-3 <b>120.725</b>	INDIANAPOLIS APP CON <b>124.65 127.15 317.8</b>	UNICOM <b>123.05 (CTAF) 1</b>
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4 NM Holding Pattern				YABUD	VGSI and RNAV glidepath not coincident.	3000	SICL
3000 ← 182° 002° →				002°	PIPTE	* 1.1 NM to RW36	* LNAV only
GS 3.00° TCH 53				2700		RW36	
				6.1 NM	4.2 NM	1.1	
CATEGORY	A	B	C	D			
LPV DA	1209-1 287 (300-1)						
LNAV/VNAV DA	1299-1¼ 377 (400-1¼)						
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)			
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)			

ELEV 922

TDZE 922

36

002° to RW36

VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	201°	TDZE	922
Chan 110		Apt Elev	922

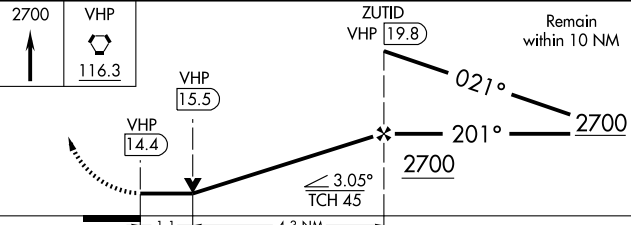
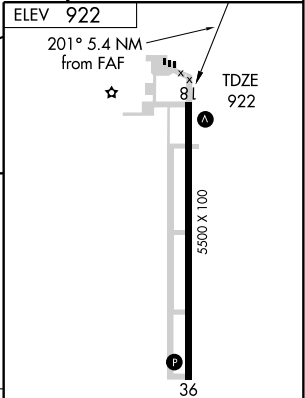
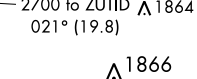
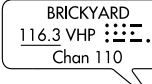
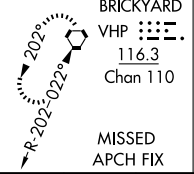
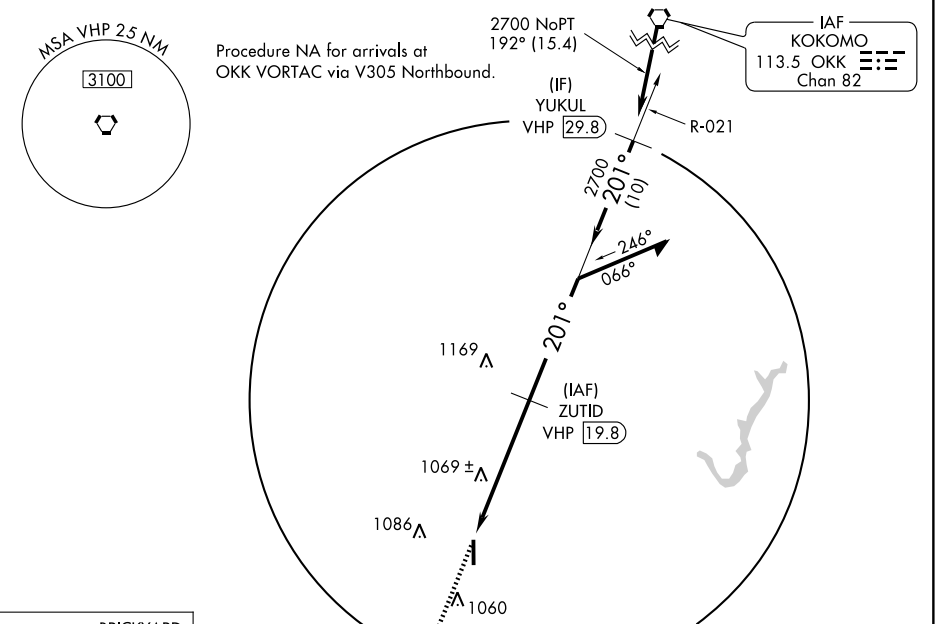
VOR/DME RWY 18

INDIANAPOLIS EXECUTIVE (TYQ)

Visibility reduction by helicopters NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-18 Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	UNICOM 123.05 (CTAF)
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CATEGORY	A	B	C	D
S-18	1320-1	398 (400-1)		1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36  
REIL Rwy 18 and 36



VORTAC VHP	APP CRS	Rwy Idg	5500
116.3	022°	TDZE	922
Chan 110		Apt Elev	922

VOR RWY 36

INDIANAPOLIS EXECUTIVE (TYQ)

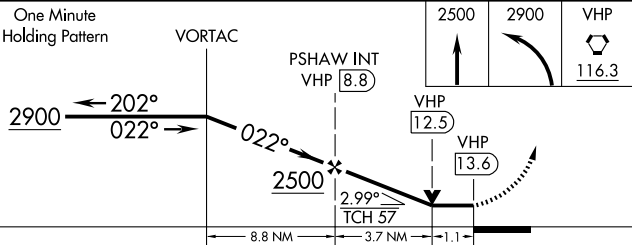
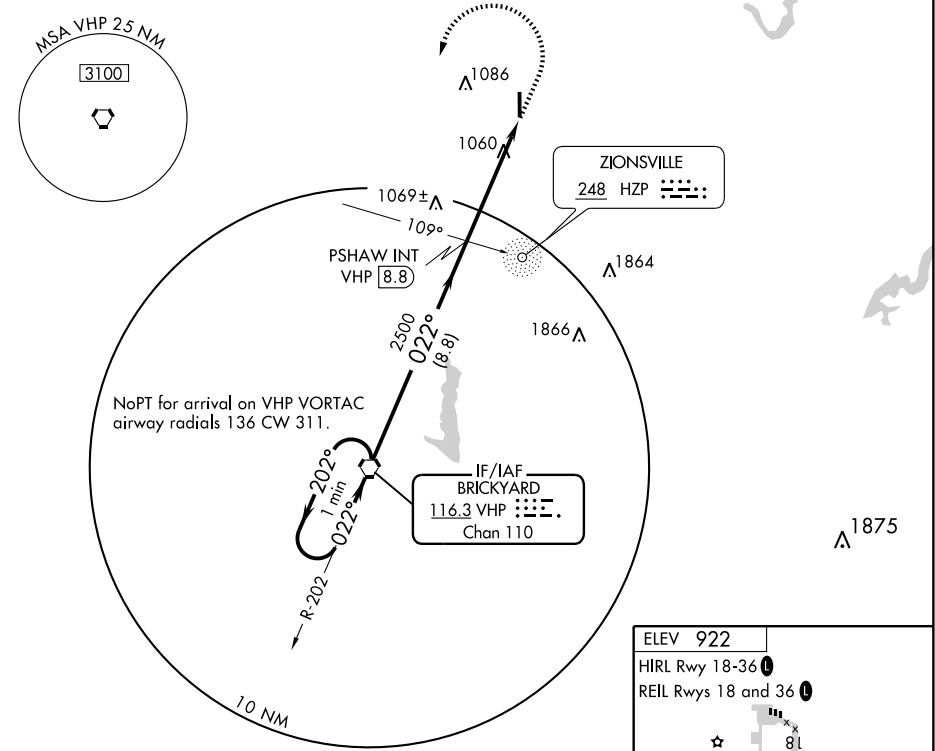
▼

▲ NA

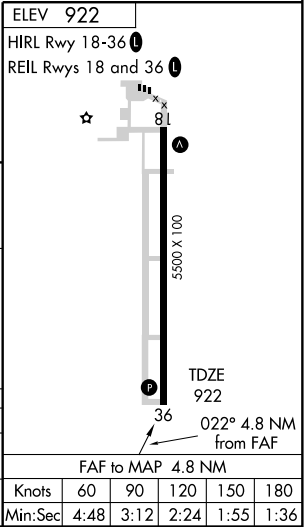
Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME or ADF REQUIRED.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2900 direct VHP VORTAC and hold.

AWOS-3 120.725	INDIANAPOLIS APP CON 124.65 127.15 317.8	UNICOM 123.05 (CTAF) <b>L</b>
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CATEGORY	A	B	C	D
S-36	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)



NDB RWY 15

INDIANAPOLIS METROPOLITAN (UMP)

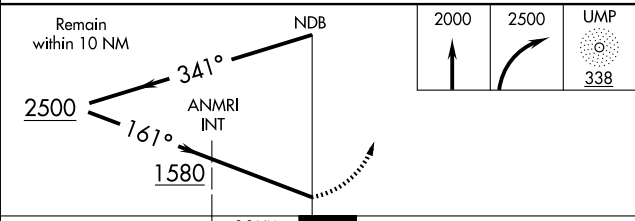
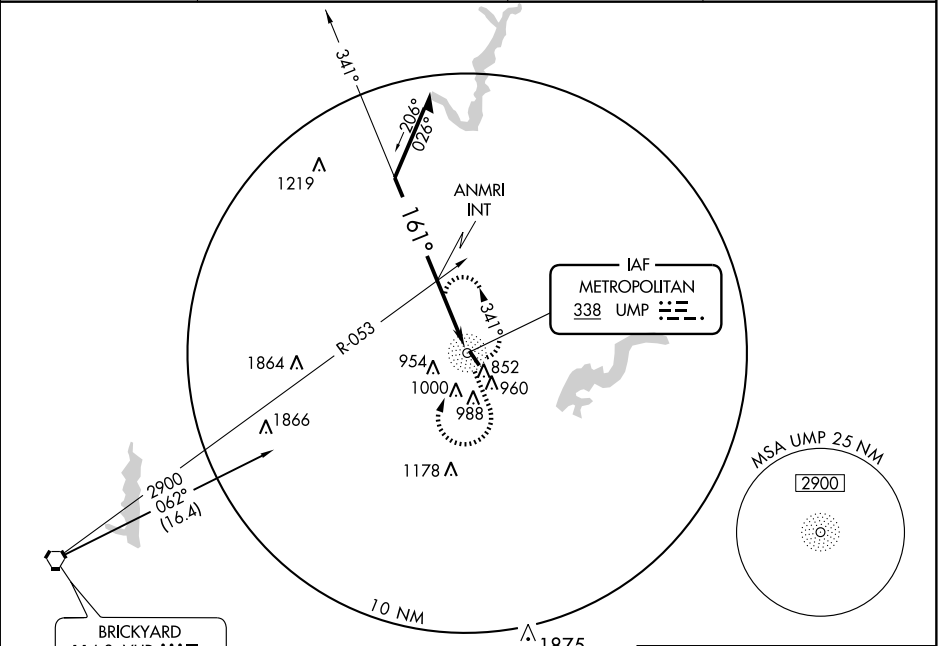
NDB UMP	APP CRS	Rwy Idg	3850
338	161°	TDZE	805
		Apt Elev	811

**V** If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 60 feet.

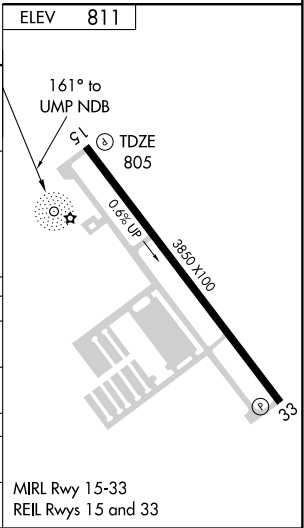
**A** NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3 338	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
S-15	1580-1 775 (800-1)	1580-1¼ 775 (800-1¼)	1580-2¼ 775 (800-2¼)	NA
CIRCLING	1580-1 769 (800-1)	1580-1¼ 769 (800-1¼)	1580-2¼ 769 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1 435 (500-1)	1240-1¼ 435 (500-1¼)		NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA



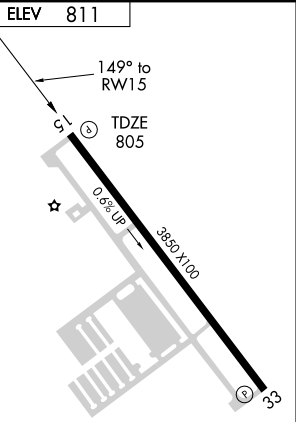
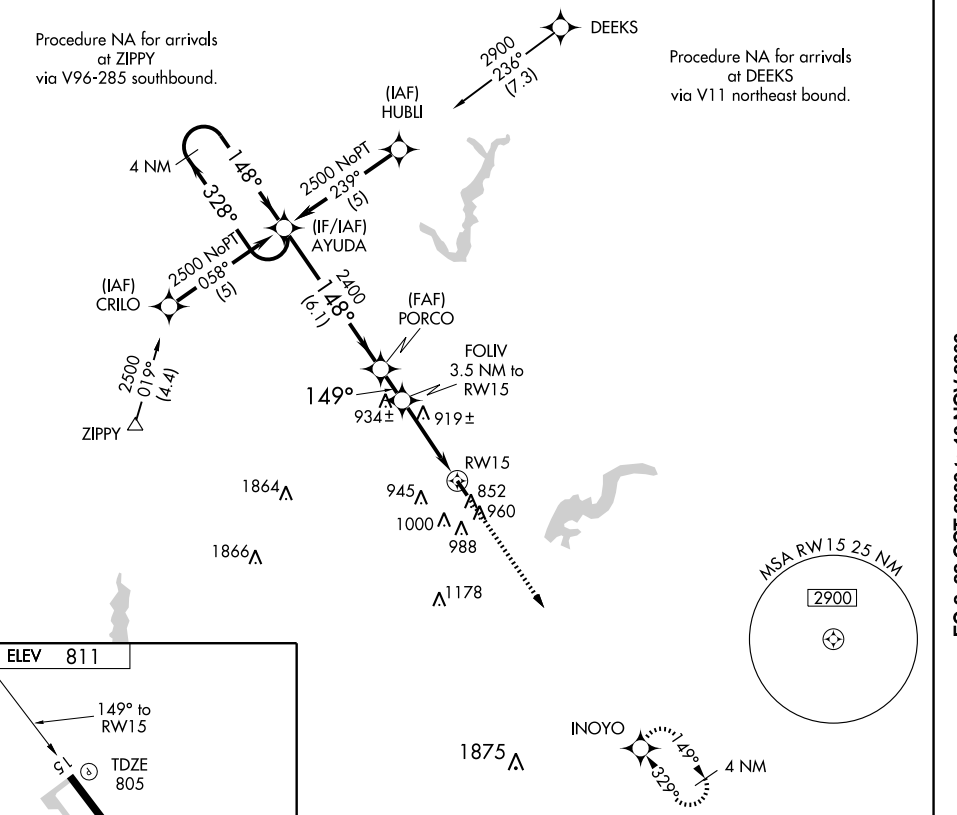
▼

▲ NA

DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting.  
When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:  
Climb to 2900 direct INOYO and hold.

AWOS-3 338	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF)
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MIRL Rwy 15-33  
REIL Rwy 15 and 33

4 NM Holding Pattern AYUDA					2900	INOYO
<div>2500 ← 328° 148° → 148° PORCO 2400 149° FOLIV 3.5 NM to RW15 1.1 NM to RW15 RW15</div> <div>3.04° TCH 43 1960</div> <div>6.1 NM 1.4 NM 2.4 NM 1.1</div>						
CATEGORY	A	B	C	D		
LNAV MDA	1180-1 375 (400-1)				NA	
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)		NA	

EC-2: 22 OCT 2009 to 19 NOV 2009

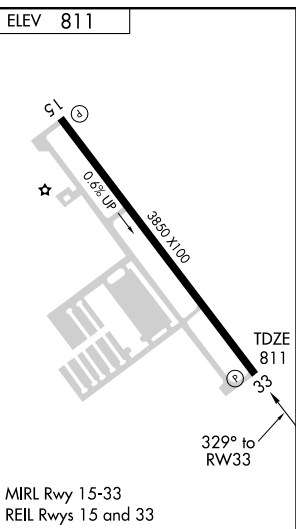
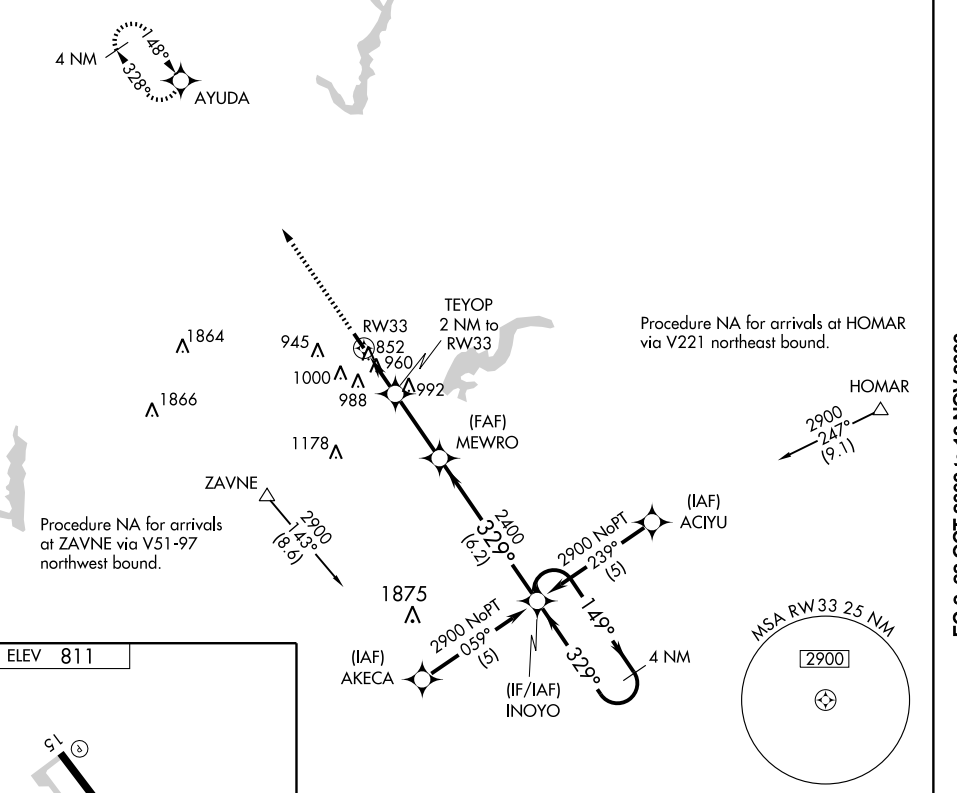
▼

▲ NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

AWOS-3 338	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF)
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2500	AYUDA	TEYOP 2 NM to RW33	MEWRO	INOYO 4 NM Holding Pattern
1.1 NM to RW33	1.1	0.9 NM	2.8 NM	6.2 NM
1480	329°	3.04° TCH 40	149°	2900
VGSIs and descent angles not coincident.				
CATEGORY	A	B	C	D
LNAV MDA	1260-1	449 (500-1)	1260-1½ 449 (500-1½)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

EC-2 22 OCT 2009 to 19 NOV 2009

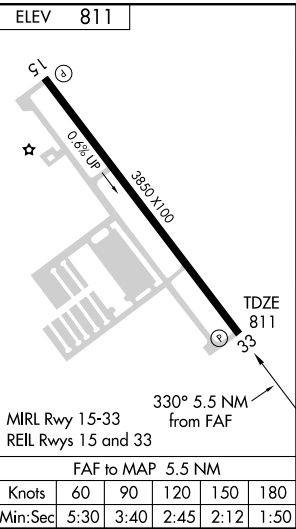
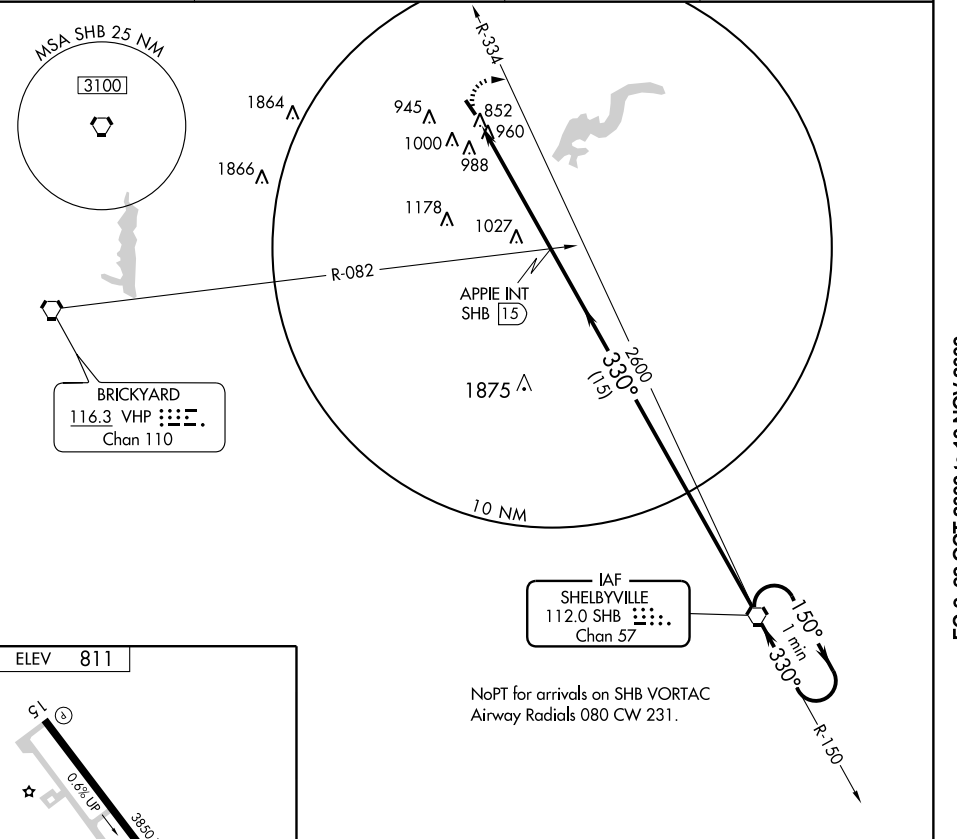
V

NA

If local altimeter setting not received,  
use Indianapolis Intl altimeter setting and  
increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2600  
via SHB R-334 to SHB VORTAC and hold.

AWOS-3 338	INDIANAPOLIS APP CON 127.15 317.8	CLNC DEL 121.625	UNICOM 123.0 (CTAF)
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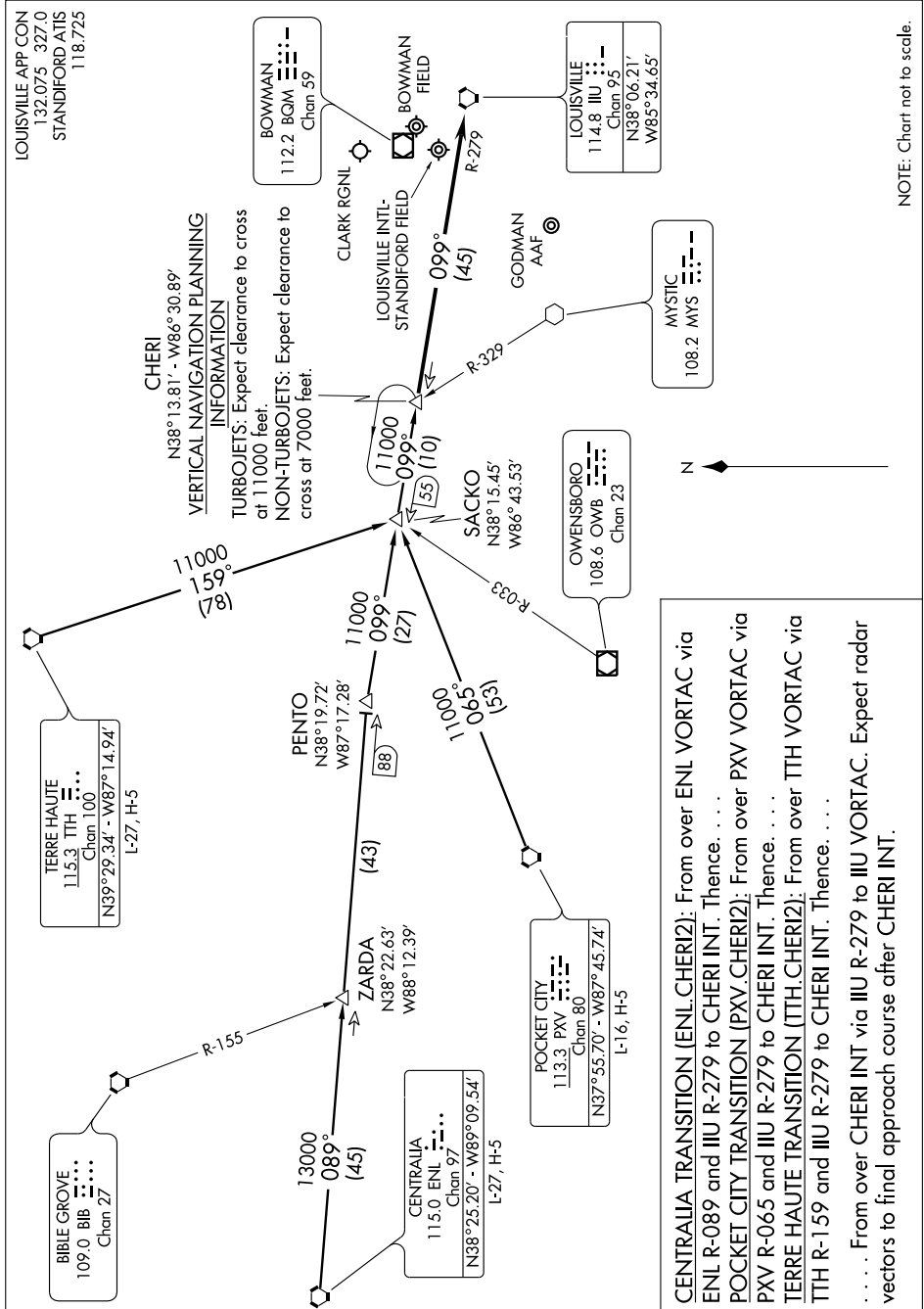


2600 SHB SHB R-334 112.0		APPIE INT SHB 15		VORTAC One Minute Holding Pattern	
SHB 20.5		330° 2600		150° 2600	
≤ 3.00° TCH 40		330°		330°	
5.5 NM		15 NM		VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D	
S-33	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA	
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA	

CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY

LOUISVILLE APP CON  
132.075 327.0  
STANDIFORD ATIS  
118.725

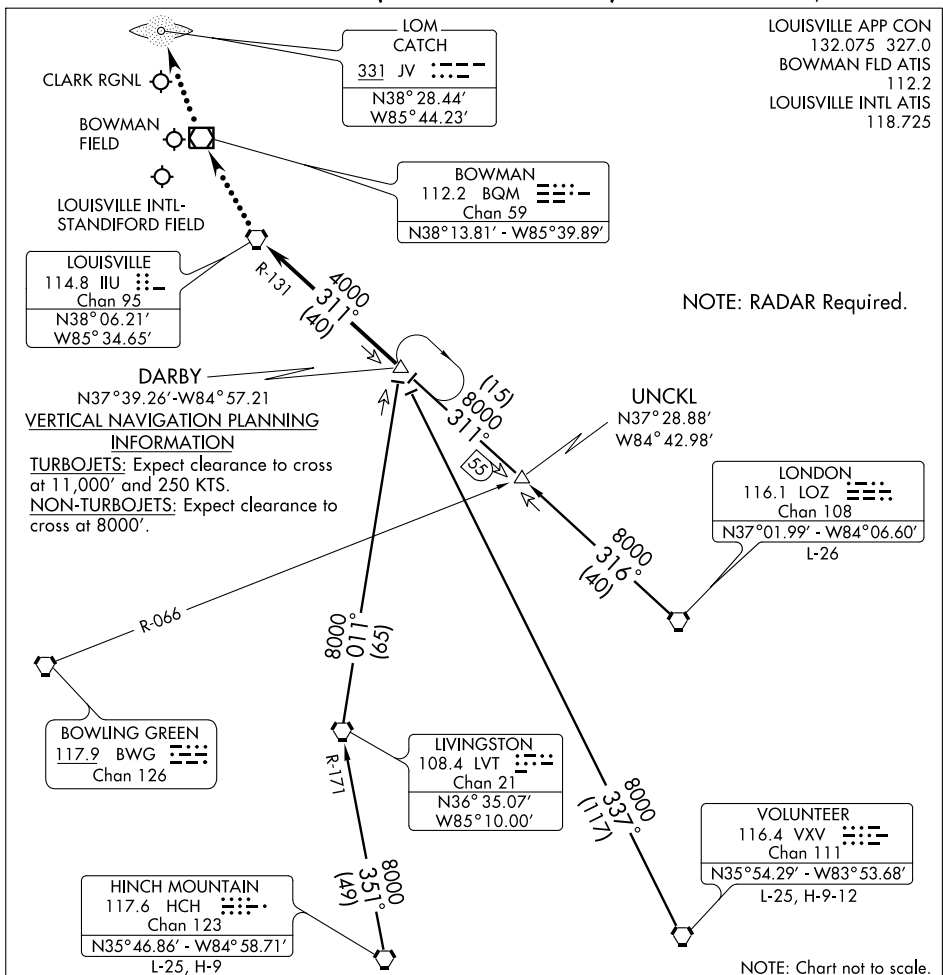


NOTE: Chart not to scale.

SE-1. 22 OCT 2009 to 19 NOV 2009

DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JYV - At III VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

SE-1. 22 OCT 2009 to 19 NOV 2009

LOC I-JVY	APP CRS	Rwy Idg	5500
111.7	182°	TDZE	474
		Apt Elev	474

ILS or LOC RWY 18

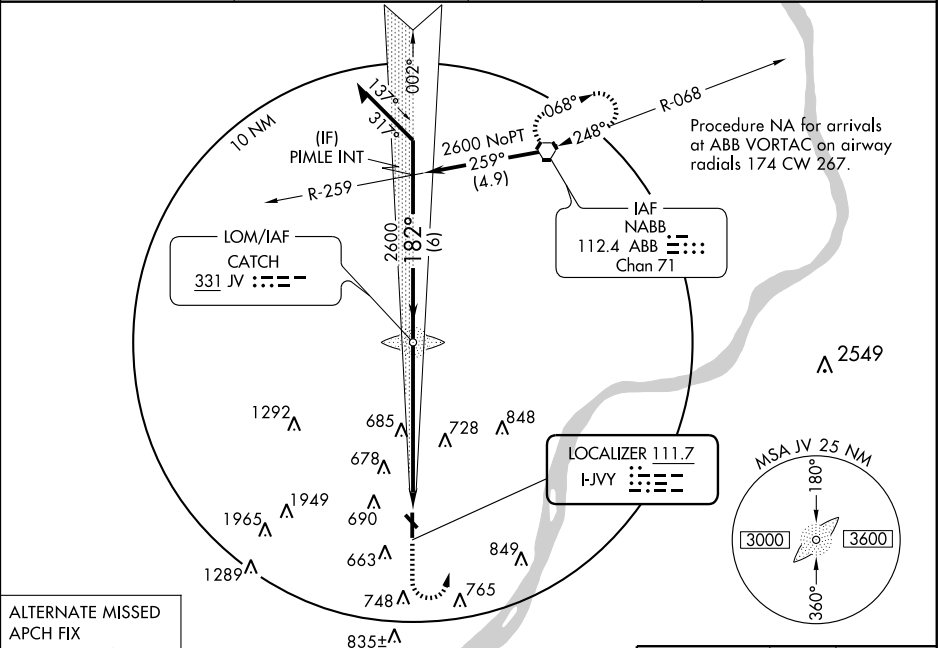
JEFFERSONVILLE / CLARK RGNL (JVY)

**Autopilot coupled approach NA below 988.** When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet.

**MALSR**

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3 118.575	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 118.05	UNICOM 122.7 (CTAF) 0
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**ALTERNATE MISSED APCH FIX**

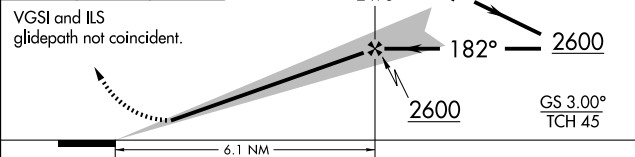
**CATCH**  
331 JV

ADF REQUIRED

1500

2600

ABB  
112.4



CATEGORY	A	B	C	D
S-ILS 18	674-1/2 200 (200-1/2)			
S-LOC 18	1020-1/2 546 (600-1/2)		1020-1 546 (600-1)	1020-1 1/4 546 (600-1 1/4)
CIRCLING	1020-1 546 (600-1)		1020-1 1/2 546 (600-1 1/2)	1100-2 626 (700-2)

**ELEV 474**

182° 6.1 NM from FAF

81 TDZE 474

389° X 7.5

001 X 0055

36

REIL Rwy 14, 32	
REIL Rwy 18, 36	
MIRL Rwy 14-32, 18-36	36
FAF to MAP 6.1 NM	
Knots	60 90 120 150 180
Min:Sec	6:06 4:04 3:03 2:26 2:02



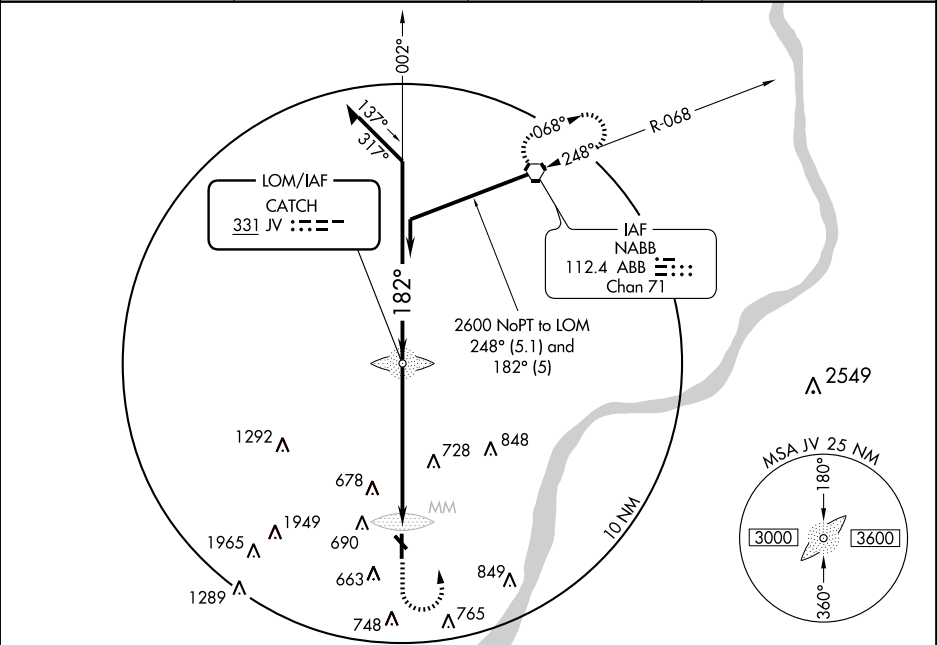
NDB RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

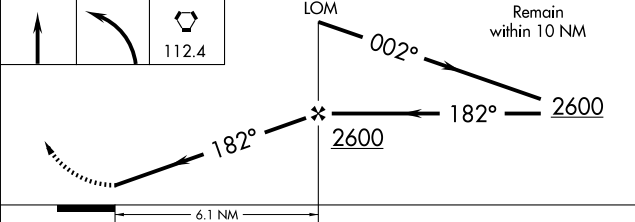
LOM JV	APP CRS	Rwy Idg	5500
331	182°	TDZE	474
		Apt Elev	474

		MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.
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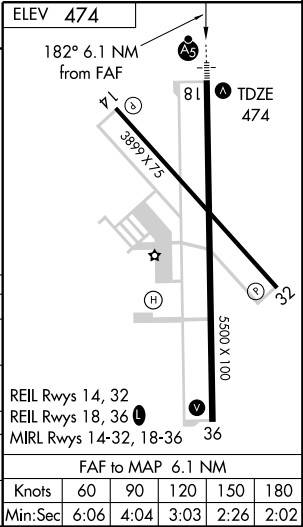
AWOS-3 118.575	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 118.05	UNICOM 122.7 (CTAF) 0
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1500	2600	ABB
		112.4



CATEGORY	A	B	C	D
S-18	1080-3/4 606 (700-3/4)		1080-1 1/4 606 (700-1 1/4)	1080-1 3/4 606 (700-1 3/4)
CIRCLING	1080-1 606 (700-1)		1080-1 3/4 606 (700-1 3/4)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1100-3/4 626 (700-3/4)		1100-1 1/4 626 (700-1 1/4)	1100-1 3/4 626 (700-1 3/4)
CIRCLING	1100-1 626 (700-1)		1100-1 3/4 626 (700-1 3/4)	1140-2 666 (700-2)



NOTE: Latitudes/Longitudes  
for FMS use.  
NOTE: RADAR Required.  
NOTE: Chart not to scale.

SE-1. 22 OCT 2009 to 19 NOV 2009

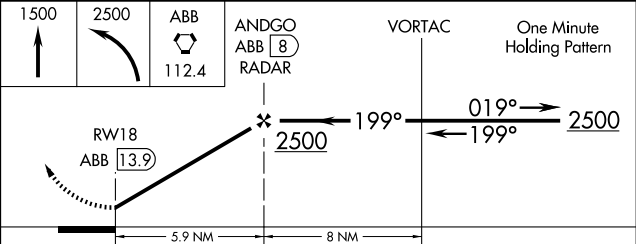
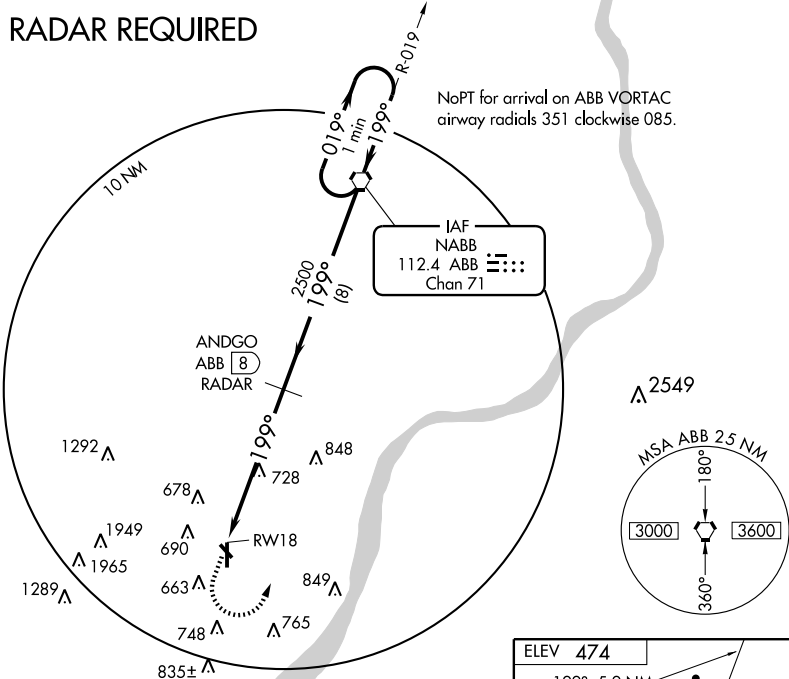
VORTAC ABB	APP CRS	Rwy Idg	5500
112.4	199°	TDZE	474
Chan 71		Apt Elev	474

VOR or GPS RWY 18  
JEFFERSONVILLE / CLARK RGNL (JVY)

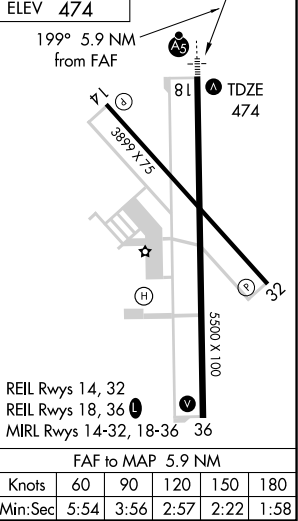
<div>▼ Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting. ▲ Inoperative table does not apply.</div>	<div>MALSR AS</div>	<div>MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ABB VORTAC and hold.</div>
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AWOS-3 118.575	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 118.05	UNICOM 122.7 (CTAF) 0
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DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-18	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1020-1¾ 546 (600-1¾)
CIRCLING	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1060-1 586 (600-1)		1060-1½ 586 (600-1½)	1060-1¾ 586 (600-1¾)
CIRCLING	1060-1 586 (600-1)		1060-1½ 586 (600-1½)	1140-2 666 (700-2)

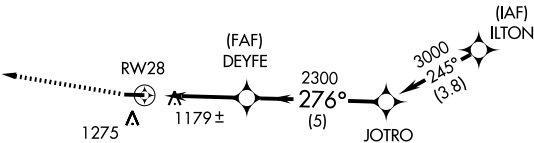


APP CRS	Rwy Idg	4400
276°	TDZE	1005
	Apt Elev	1005

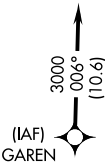
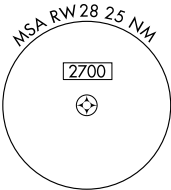
Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 3000 direct BAGEL WP and hold.

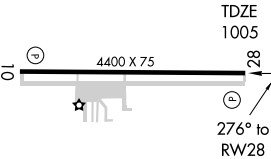
AWOS-3 119.925	FORT WAYNE APP CON 127.2 284.6	UNICOM 122.8 (CTAF) 0
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1484 A



ELEV 1005



3000		BAGEL		JOTRO	
RWY28		DEYFE		3000	
		2300		276°	
		3.7 NM		5 NM	
CATEGORY	A	B	C	D	
S-28	1480-1	475 (500-1)		NA	
CIRCLING	1640-1	635 (700-1)		NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS					
S-28	1580-1	575 (600-1)		NA	
CIRCLING	1720-1	715 (800-1)		NA	

MRL Rwy 10-28 0  
REIL Rwy 10 and 28 0

AL-5896 (FAA)

VORTAC FWA <b>117.8</b> Chan <b>125</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1005</b>
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VOR/DME-A  
KENDALLVILLE MUNI (C62)

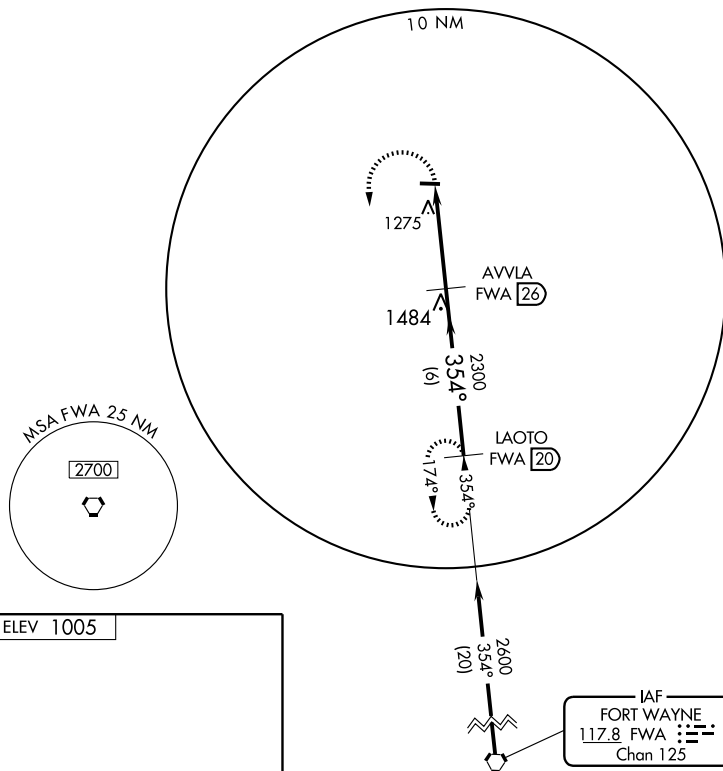
<b>T</b>	Obtain local altimeter setting on CTAF; when not
<b>A<sub>NA</sub></b>	received use Fort Wayne altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2600 via FWA R-354 to LAOTO/FWA 20 DME and hold.

AWOS-3  
119,925

FORT WAYNE APP CON  
127.2 284.6

UNICOM  
122.8 (CTAF) **L**



ELEV 1005



354° 3.7 NM  
from FAF

MIRL Rwy 10-28 **L**  
REIL Rwy 10 and 28 **L**

						FORT WAYNE ALTIMETER SETTING MINIMUMS			
Knots	60	90	120	150	180	CIRCLING	1840-1 835 (900-1)	1840-1¼ 835 (900-1¼)	NA
Min:Sec									

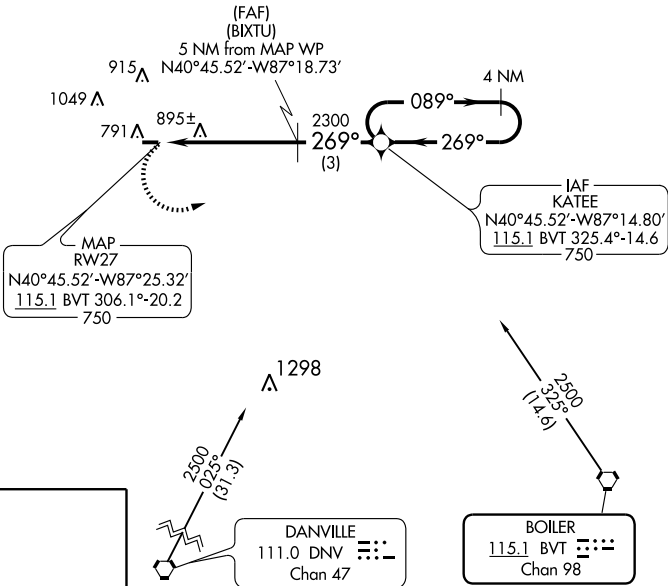
EC-2, 22 OCT 2009 to 19 NOV 2009

VORTAC BVT	APP CRS	Rwy Idg	3504
115.1	269°	TDZE	698
Chan 98		Apt Elev	698


# VOR/DME RNAV or GPS RWY 27

KENTLAND MUNI (50I)

<div><div>NA</div></div> <div>Use Lafayette altimeter setting. ACTIVATE MRL Rwy 9-27-CTAF.</div>	MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.
CHICAGO CENTER 132.5 258.1	UNICOM 122.8 (CTAF) 0



ELEV 698



TDZE 698

3504 X 50


27

269° to MAP WP

HIRL Rwy 9-27 0  
REIL Rwy 9 and 27 0

2500

KATEE



(BIXTU)  
5 NM from MAP WP

KATEE WP

4 NM Holding Pattern

089°

269°

2500

RW27 MAP WP

2300

269°

2.95°

1.7

3.3 NM

3 NM

CATEGORY	A	B	C	D
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA

AL-6325 (FAA)

VORTAC BVT <b><u>115.1</u></b> Chan <b>98</b>	APP CRS <b>306°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>698</b>
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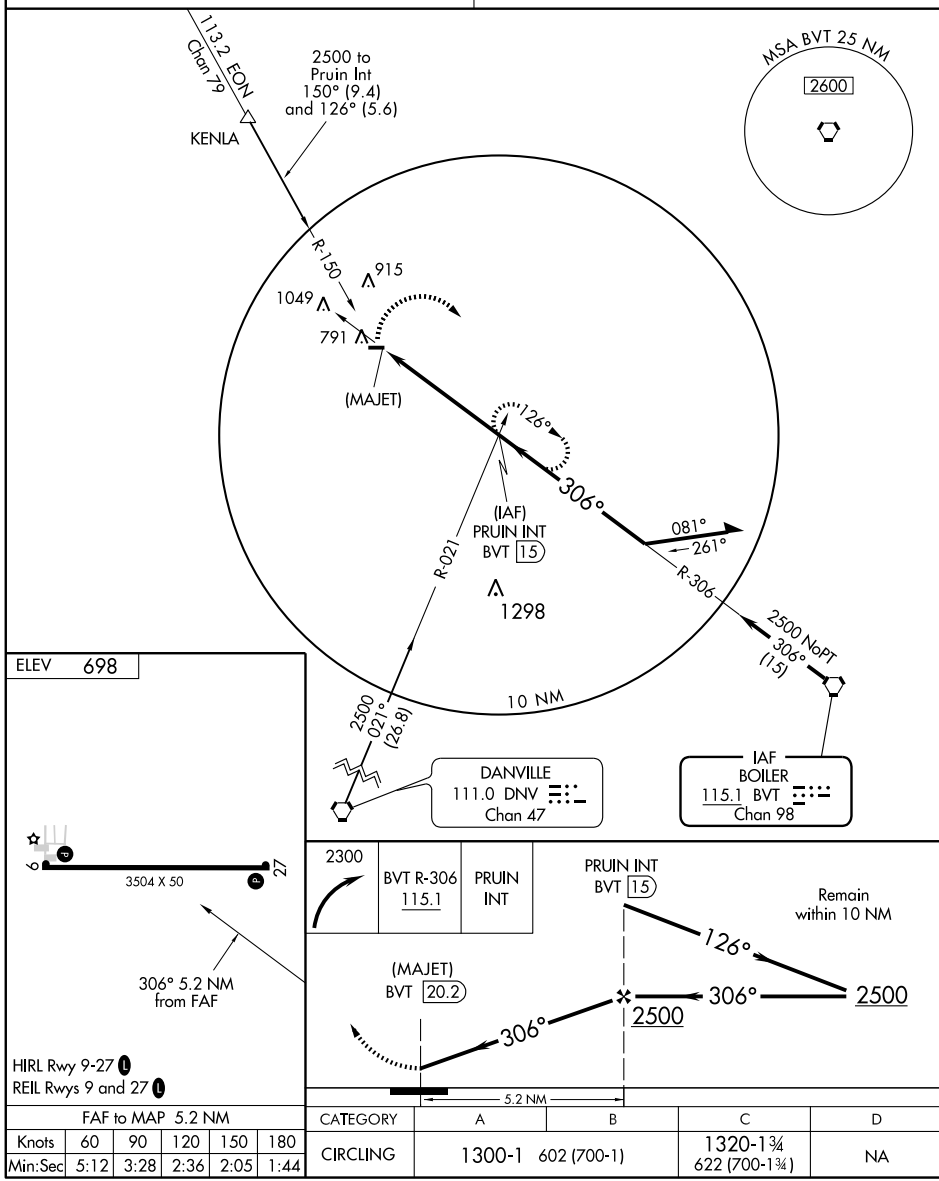
VOR or GPS-A  
KENTLAND MUNI (50I)

**T** Use Lafayette altimeter setting.  
**A** NA Activate MRL Rwy 9-27 CTAF.

**MISSED APPROACH:** Climbing right turn to 2300 via BVT R-306 to PRUIN Int/15 DME and hold.

CHICAGO CENTER  
132.5 258.1

UNICOM  
**122.8** (CTAF) **L**



EC-2, 22 OCT 2009 to 19 NOV 2009

WAAS CH <b>87108</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>4401</b> <b>685</b> <b>685</b>
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# RNAV (GPS) RWY 18

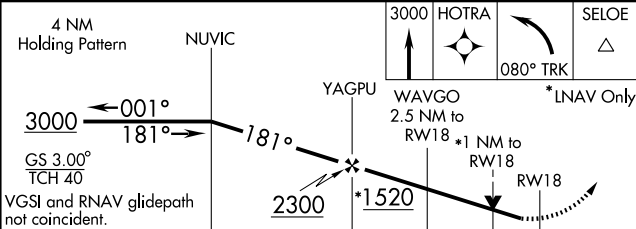
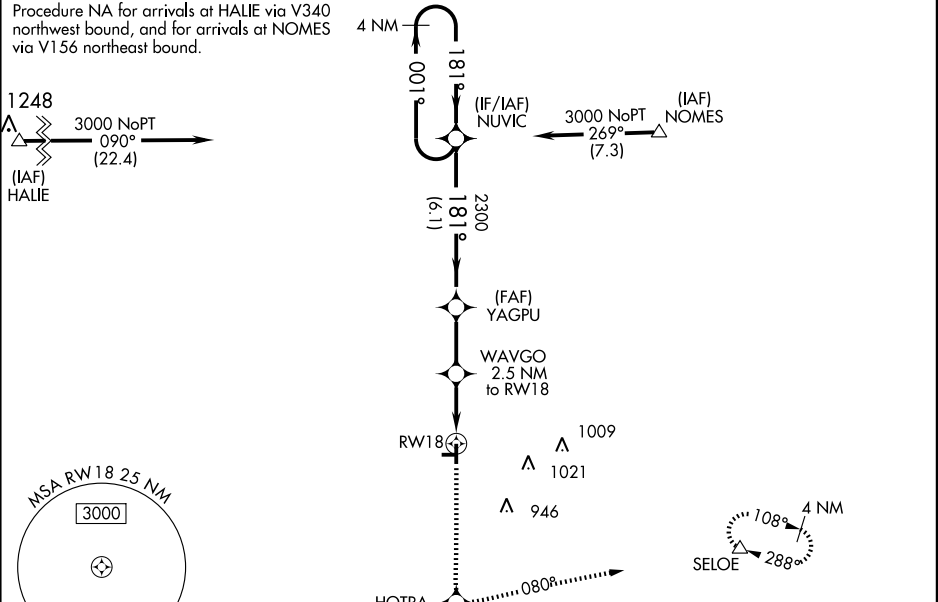
KNOX/STARKE COUNTY (OXI)

**⚠ DME/DME RNP-0.3 NA.** Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend Rgnl altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend Rgnl altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

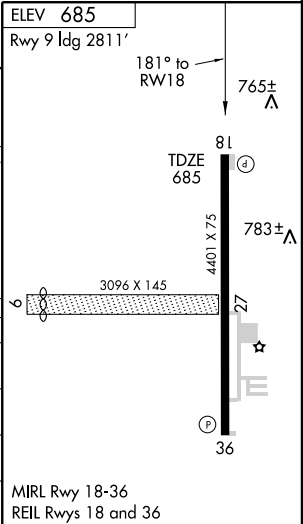
**MISSED APPROACH:** Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

AWOS-3 <b>135.775</b>	SOUTH BEND APP CON* <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF)</b>
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Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.



CATEGORY	A	B	C	D
LPV DA		935-1	250 (300-1)	
LNAV/ VNAV DA		1035-1¼	350 (400-1¼)	
LNAV MDA		1040-1	355 (400-1)	1040-1¼ 355 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)





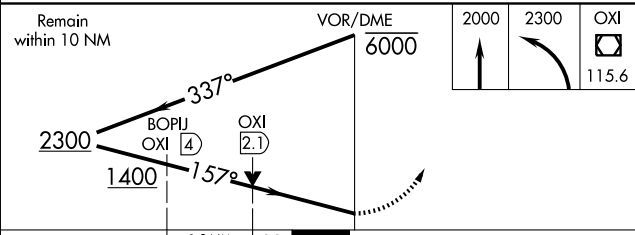
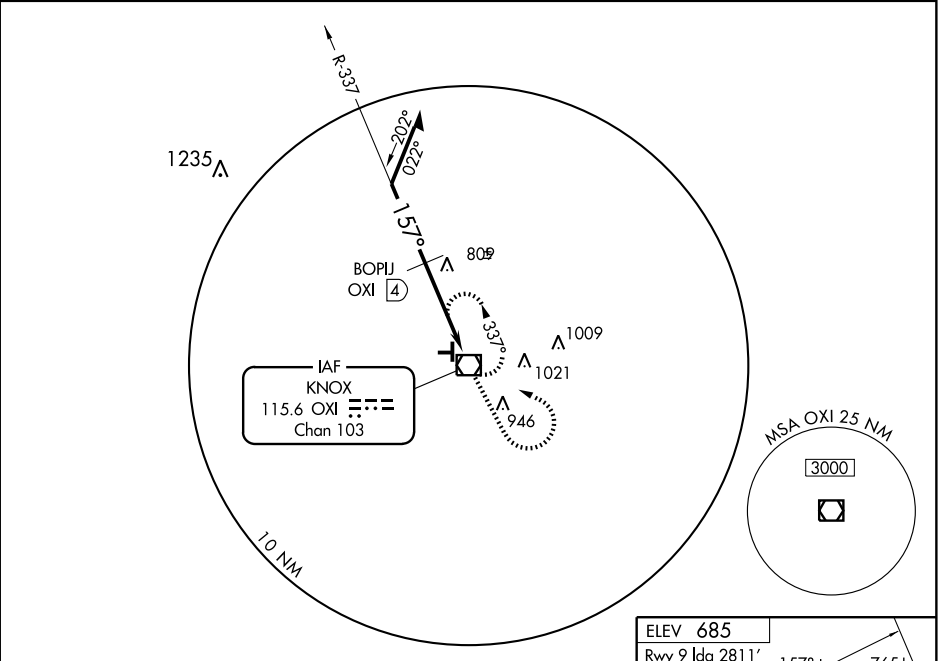
VOR/DME OXI	APP CRS	Rwy Idg	4401
115.6	157°	TDZE	685
Chan 103		Apt Elev	685

VOR RWY 18  
KNOX/ STARKE COUNTY (OXI)

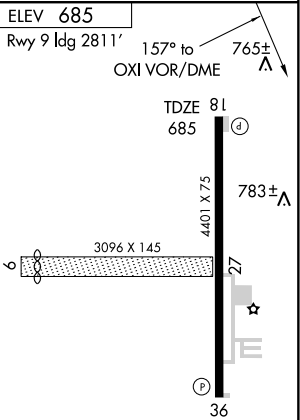
Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3 135.775	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-18	1400-1	715 (800-1)	1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1	715 (800-1)	1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)			1060-1¼ 375 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)

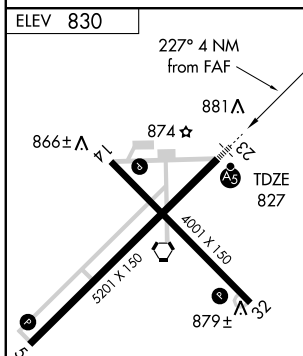
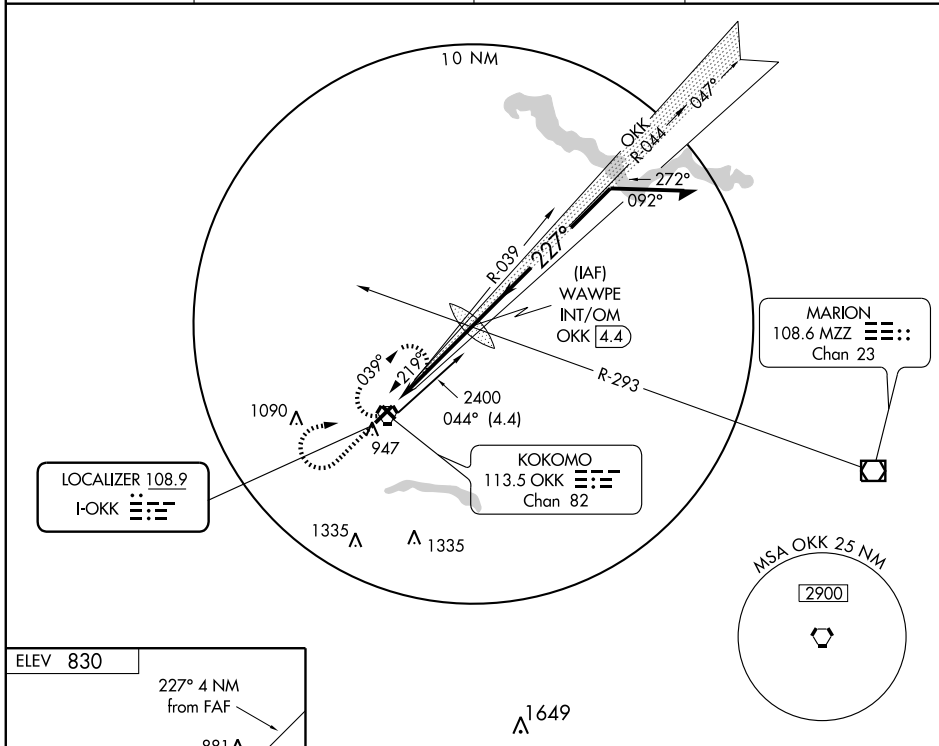


MIRL Rwy 18-36  
REIL Rwy 18 and 36

LOC I-OKK <b>108.9</b>	APP CRS <b>227°</b>	Rwy Idg <b>5201</b> TDZE <b>827</b> Apt Elev <b>830</b>
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ILS RWY 23  
KOKOMO MUNI (OKK)

 NA			MISSED APPROACH: Climb to 2400, then right turn direct OKK VORTAC and hold.	
AWOS-3 <b>113.5</b>	GRISSOM APP CON ★ <b>121.05 379.3</b>		CLNC DEL <b>120.0</b>	UNICOM <b>123.0</b> (CTAF) 



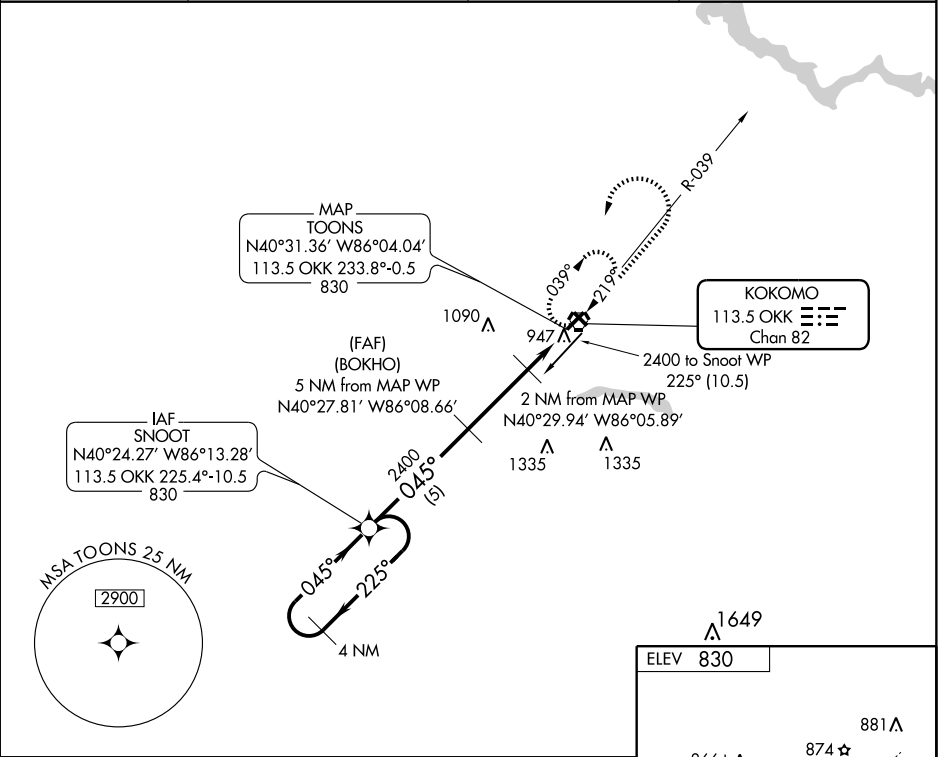
MIRL Rwy 14-32 **L**  
REIL Rwy 5, 14 and 32 **L**  
HIRL Rwy 5-23 **L**

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

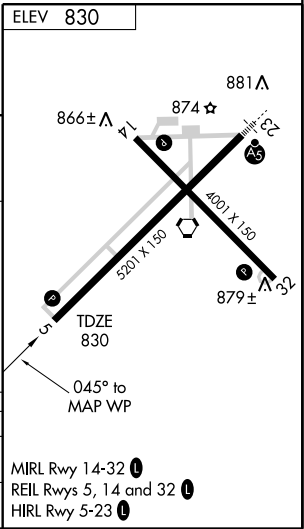
VORTAC OKK 113.5 Chan 82	APP CRS 045°	Rwy Idg TDZE Apt Elev	5201 830 830
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VOR/DME RNAV or GPS RWY 5  
KOKOMO MUNI (OKK)

		MISSED APPROACH: Climb to 2400, then left turn direct OKK VORTAC and hold.	
AWOS-3 113.5	GRISSOM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
S-5	1200-1 370 (400-1)			1200-1 ¼ 370 (400-1 ¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1 ½ 450 (500-1 ½)	1380-2 550 (600-2)



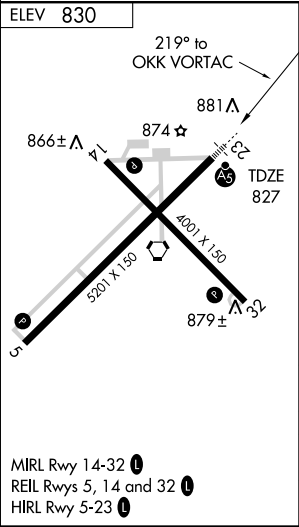
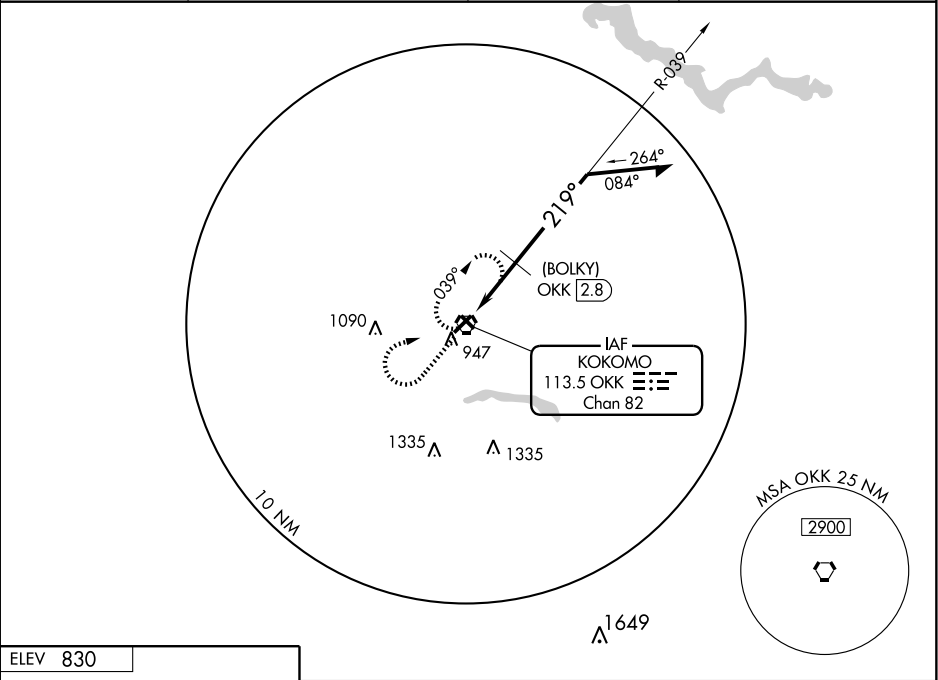
A




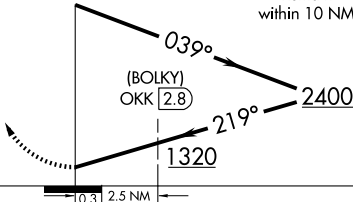
Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

AWOS-3 113.5	GRISSEM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 123.0 (CTAF) 0
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2400			OKK  113.5	
				
CATEGORY	A	B	C	D
S-23	1320-1	493 (500-1)	1320-1¼ 493 (500-1¼)	1320-1½ 493 (500-1½)
CIRCLING	1320-1	490 (500-1)	1320-1½ 490 (500-1½)	1380-2 550 (600-2)
DME MINIMUMS				
S-23	1220-1 393 (400-1)			1220-1¼ 393 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

⚠

MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

AWOS-3

113.5

GRISSOM APP CON ★

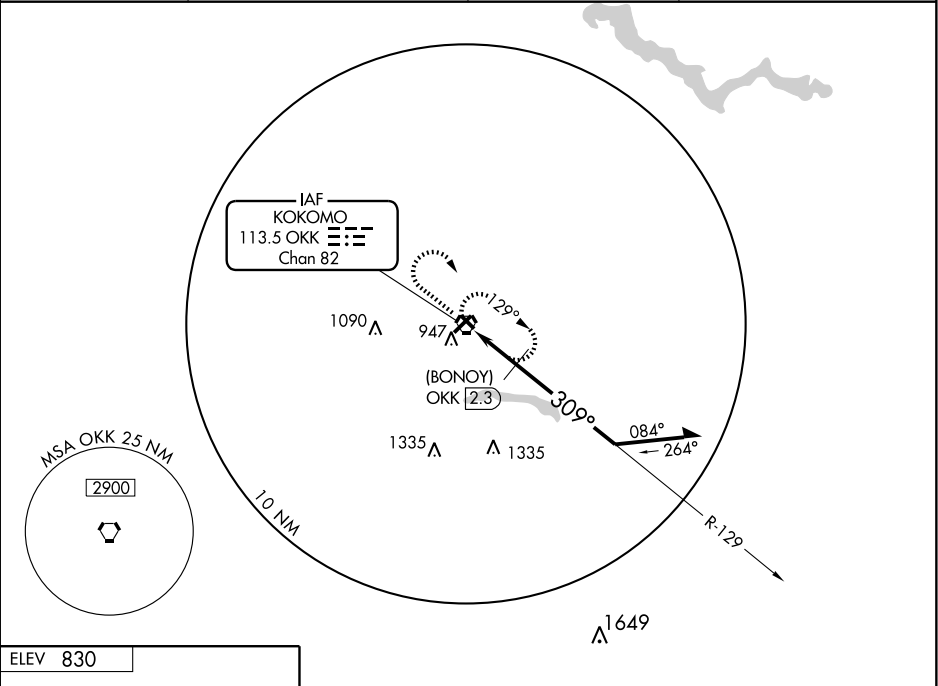
121.05 379.3

CLNC DEL

120.0

UNICOM

123.0 (CTAF) 0



ELEV 830

866± ⚠ 881 ⚠ 874 ☆ 4001 X 150 5201 X 150 TDZE 826 879± ⚠ 32

309° to OKK VORTAC

2400

OKK 113.5

VORTAC

Remain within 10 NM

(BONOY) OKK 2.3

129° 309° 2400 1440

0.3 2 NM

CATEGORY	A	B	C	D
S-32	1 440-1	614 (700-1)	1 440-1¾ 614 (700-1¾)	1 440-2 614 (700-2)
CIRCLING	1 440-1	610 (700-1)	1 440-1¾ 610 (700-1¾)	1 440-2 610 (700-2)
DME MINIMUMS				
S-32	1 200-1 374 (400-1)			1 200-1¼ 374 (400-1¼)
CIRCLING	1 260-1 430 (500-1)	1 280-1 450 (500-1)	1 280-1½ 450 (500-1½)	1 380-2 550 (600-2)

MIRL Rwy 14-32 0

REIL Rwys 5, 14 and 32 0

HIRL Rwy 5-23 0

LOC I-PP0	APP CRS	Rwy Idg	5000
110.95	023°	TDZE	805
		Apt Elev	812

▼

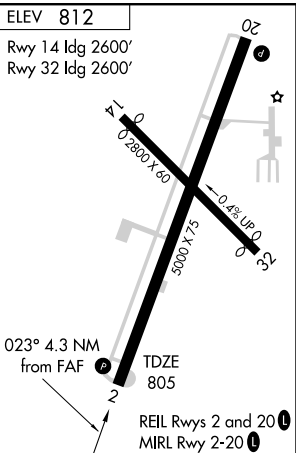
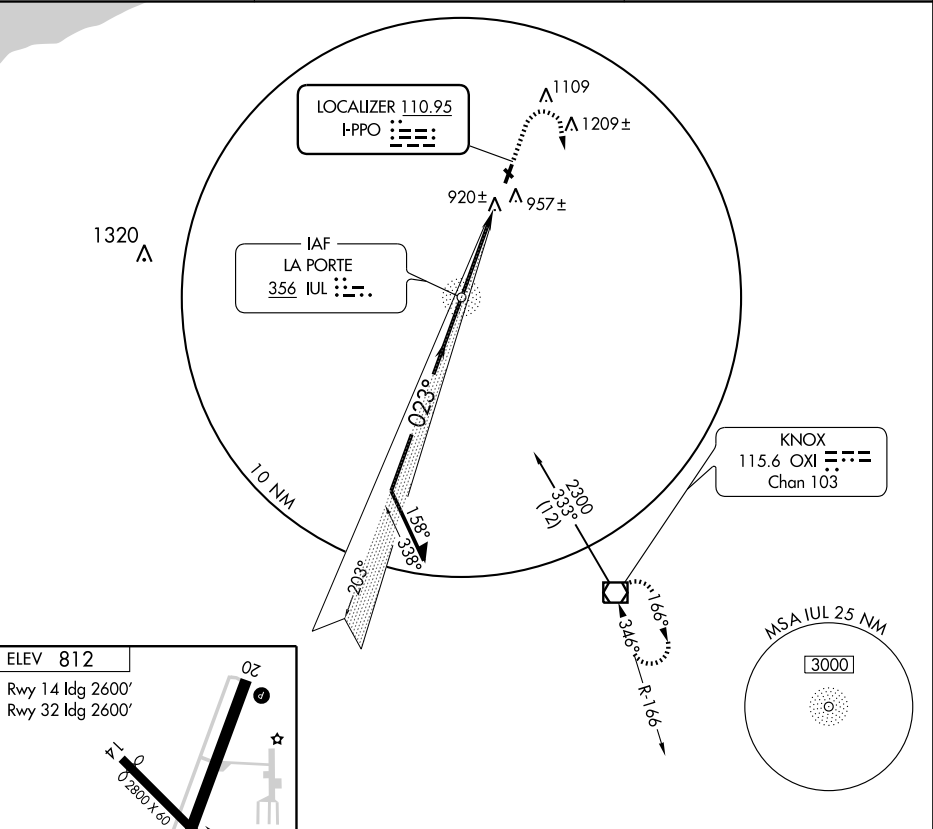
▲

NA

If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3 119.825	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 123.0 (CTAF) 0
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Remain within 10 NM

2300

203°

NDB

023°

2300

3.20°

TCH 45

4.3 NM

2300

2500

OXI

115.6

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
S-2	1220-1	415 (500-1)	1220-1¼	415 (500-1¼)
CIRCLING	1320-1	508 (600-1)	1320-1½	1380-2
			508 (600-1½)	568 (600-2)

EC-2, 22 OCT 2009 to 19 NOV 2009

APP CRS  
**023°**

Rwy Idg  
TDZE  
Apt Elev

**5000**  
**805**  
**812**

**NA**

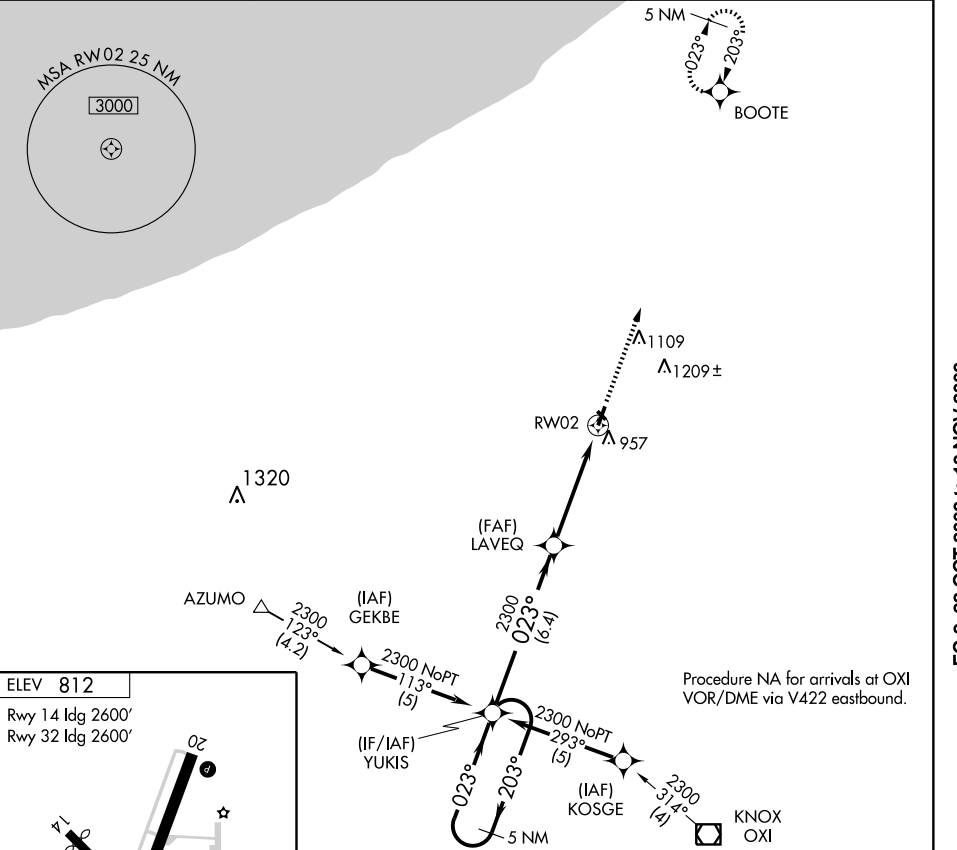
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

AWOS-3  
**119.825**

SOUTH BEND APP CON ★  
**132.05 257.8**

UNICOM  
**123.0 (CTAF) 0**



ELEV 812

Rwy 14 Idg 2600'  
Rwy 32 Idg 2600'

TDZE 805

023° to RWY 02

REIL Rwy 2 and 20

MIRL Rwy 2-20

5 NM Holding Pattern					2500		BOOTE	
					↑		✧	
VGSJ and descent angles not coincident.					1.4 NM to RWY 02		RWY 02	
					3.04° TCH 45			
CATEGORY	A		B		C		D	
LNAV MDA	1260-1		455 (500-1)		1260-1¼ 455 (500-1¼)		1260-1½ 455 (500-1½)	
CIRCLING	1320-1		508 (600-1)		1320-1½ 508 (600-1½)		1380-2 568 (600-2)	

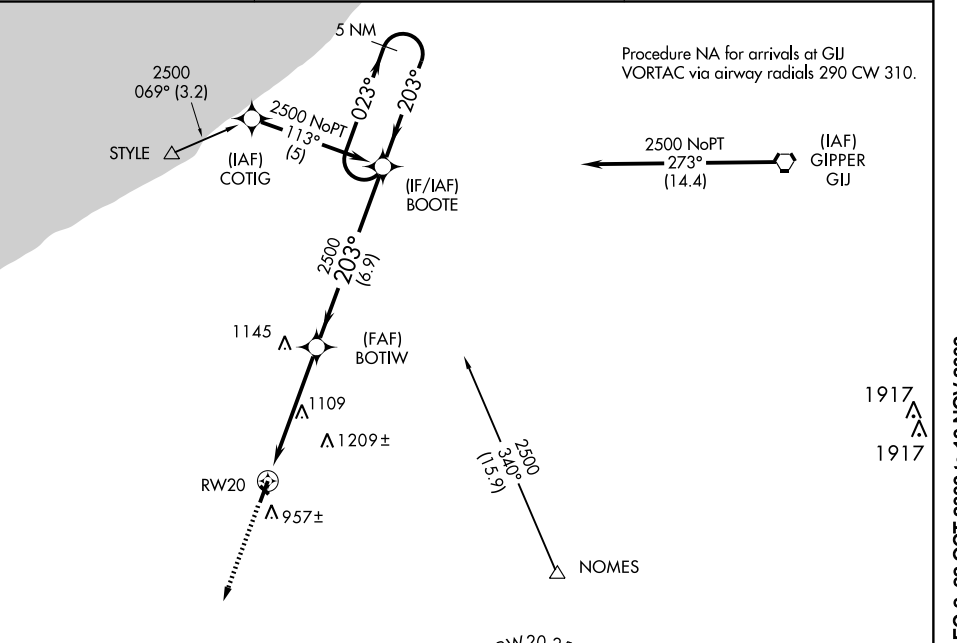
EC-2: 22 OCT 2009 to 19 NOV 2009

If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

NA

MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

AWOS-3 119.825	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 123.0 (CTAF)
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MISSED APCH FIX  
YUKIS

5 NM

2300

MSA RW 20 25 NM

3000

2300

1.6 NM to RW20

1.6 NM

3.5 NM

6.9 NM

BOTIW

203°

2500

023°

2500

203°

5 NM Holding Pattern

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)

ELEV 812

Rwy 14 Idg 2600'  
Rwy 32 Idg 2600'

TDZE 812

203° to RW20

0.48 UP 0.52

5000 X 75

0 2800 X 60

2

REIL Rwy 2 and 20

MIRL Rwy 2-20

EC-2: 22 OCT 2009 to 19 NOV 2009



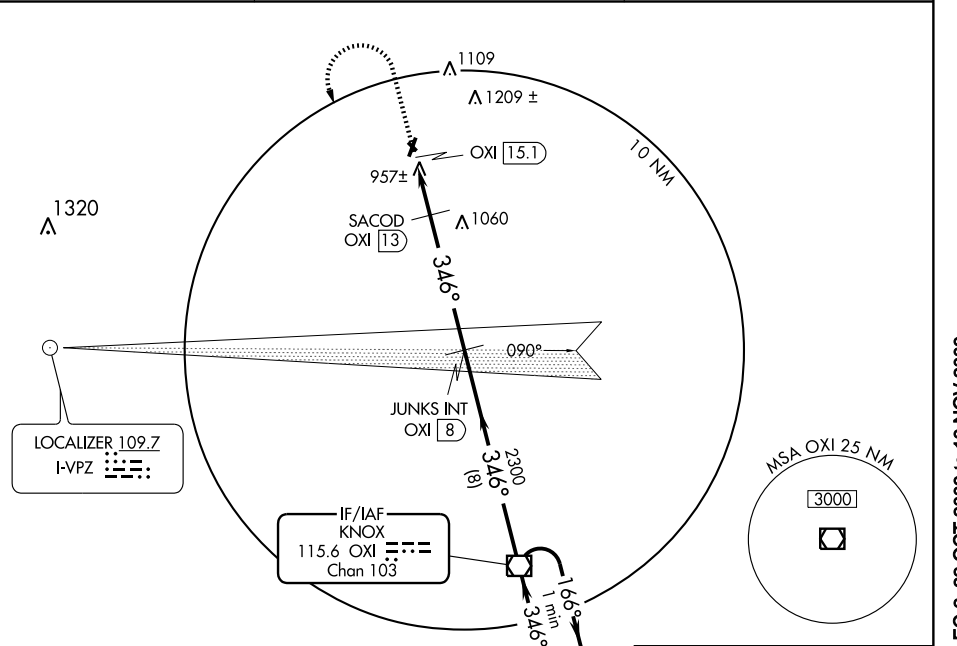
▼

NA

If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3 119.825	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 123.0 (CTAF) ①
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2300

2400

OXI

115.6

JUNKS INT

OXI 8

VOR/DME

One Minute Holding Pattern

SACOD

OXI 13

OXI 15.1

1420\*

2300

166°

346°

2400

\*1480 when using South Bend altimeter setting.

CATEGORY	A	B	C	D
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
SACOD FIX MINIMUMS				
CIRCLING	1320-1	508 (600-1)	1320-1½ 508 (600-1½)	1380-2 568 (600-2)

ELEV 812

Rwy 14 ldg 2600'

Rwy 32 ldg 2600'

02

01

03

04

05

06

07

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# AIRPORT DIAGRAM

AL-220 (FAA)

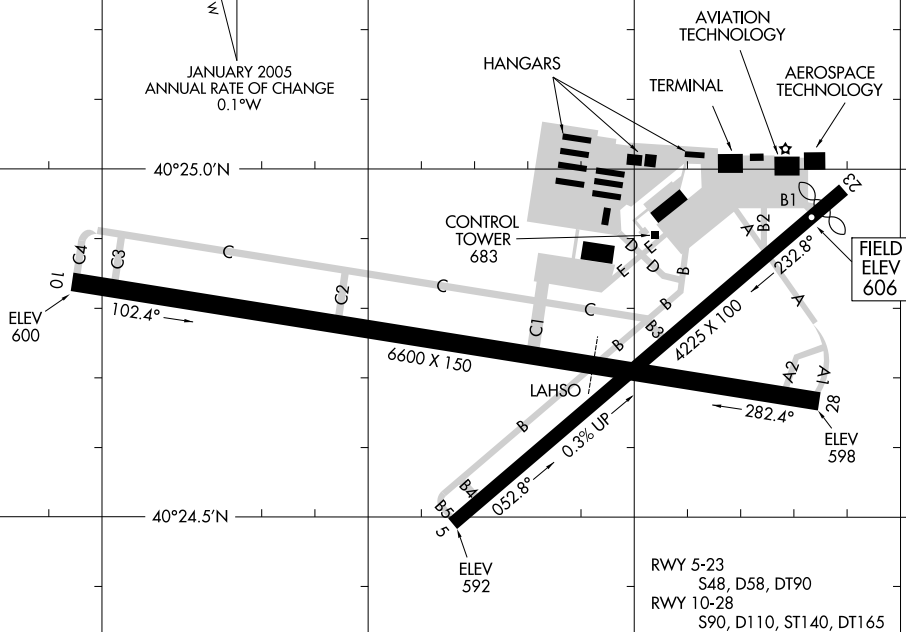
LAFAYETTE/ PURDUE UNIVERSITY (LAF)  
LAFAYETTE, INDIANA

ATIS  
127.75  
LAFAYETTE TOWER ★  
119.6 393.0  
GND CON  
121.9 393.0

40°25.5'N

VAR 3.3°W

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1°W



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

86°57.0'W

86°56.5'W

86°56.0'W

86°55.5'W

EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-LAF <b><u>110.3</u></b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>601</b> <b>606</b>
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ILS RWY 10  
LAFAYETTE / PURDUE UNIVERSITY (LAF)



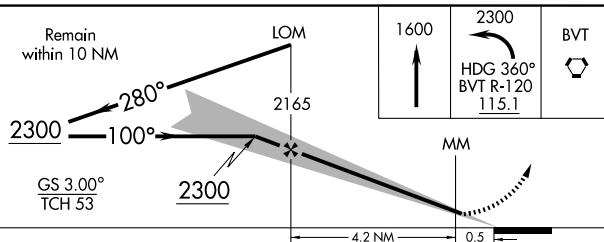
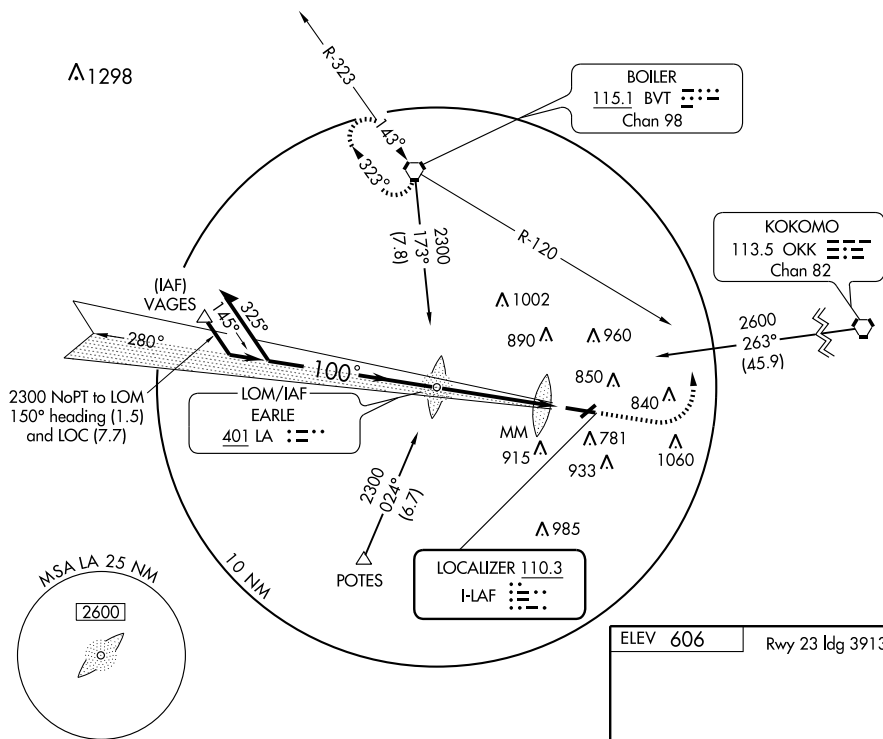
**MISSED APPROACH:** Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.

ATIS  
127.75

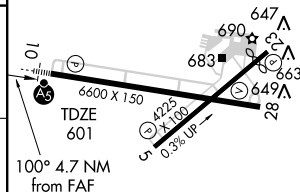
CHICAGO CENTER  
123.85 343.95

LAFAYETTE TOWER ★  
119.6 (CTAF) **L** 393.0

GND CON  
121.9 393.0

UNICOM  
122.95

ELEV 606	Rwy 23 ldg 3913'
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HIRL Rwy 10-28 <b>L</b>					
REIL Rwy 5, 23 and 28 <b>L</b>					
MIRL Rwy 5-23					
FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

WAAS Ch <b>45902</b> <b>W10A</b>	APP CRS <b>100°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>601</b> <b>606</b>
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RNAV (GPS) RWY 10  
LAFAYETTE / PURDUE UNIVERSITY (LAF)

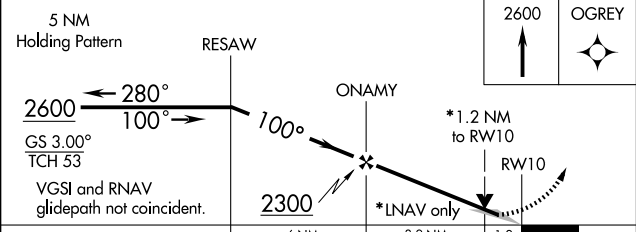
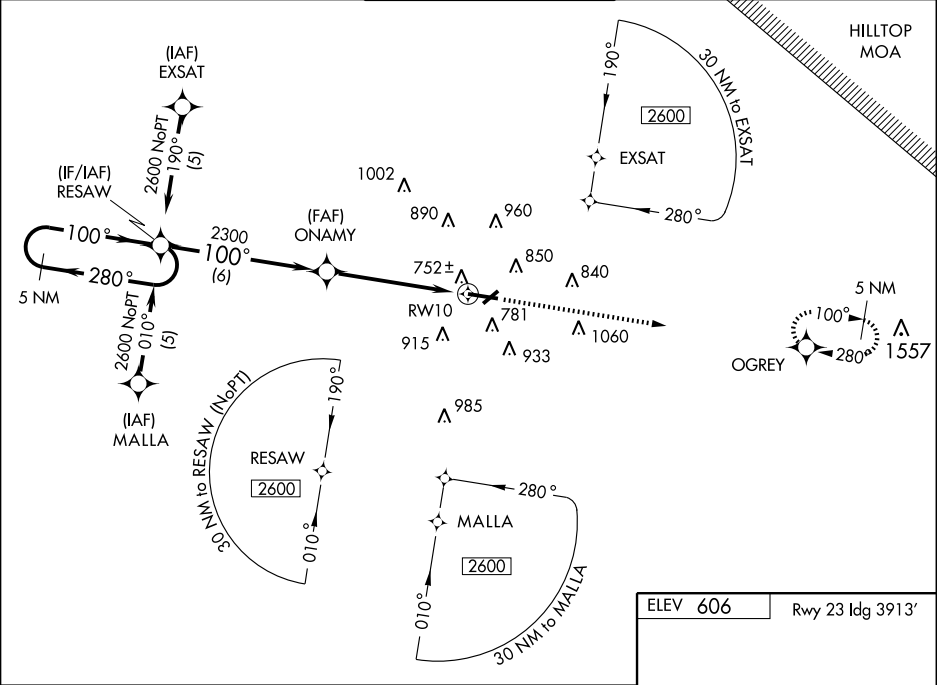
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA.

MALSR

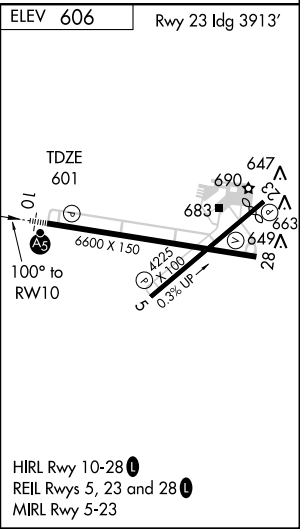


MISSED APPROACH: Climb to 2600 direct OGREY and hold.

ATIS <b>127.75</b>	CHICAGO CENTER <b>123.85 343.95</b>	LAFAYETTE TOWER ★ <b>119.6 (CTAF) 0 393.0</b>	GND CON <b>121.9 393.0</b>	UNICOM <b>122.95</b>
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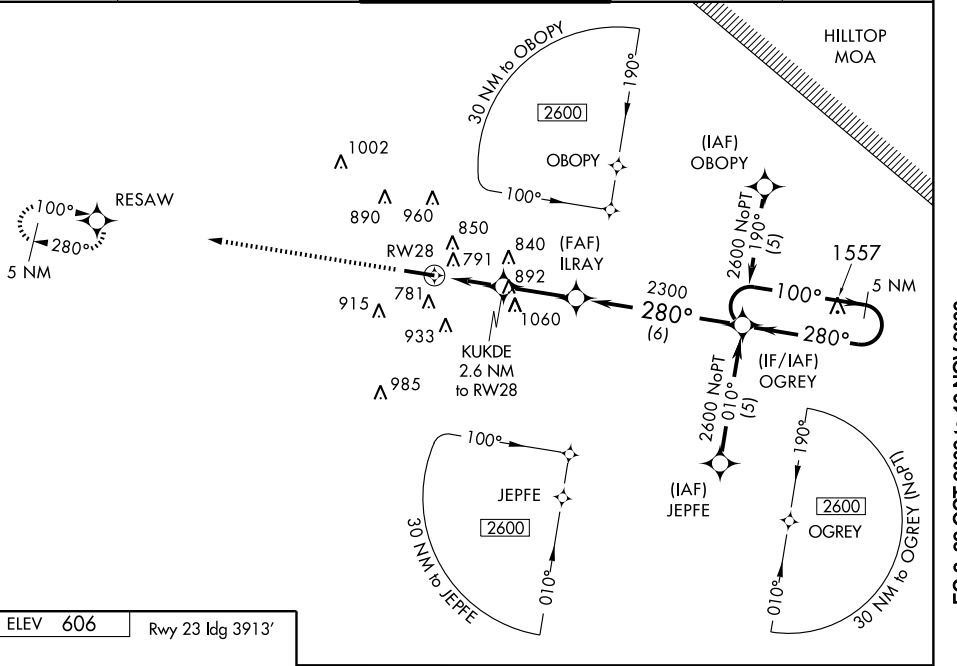
CATEGORY	A	B	C	D
LPV DA		877-1½	276 (300-½)	
LNAV/VNAV DA		1083-1¼	482 (500-1¼)	
LNAV MDA	1040-½ 439 (500-½)	1040-¾ 439 (500-¾)	1040-1 439 (500-1)	
CIRCLING	1160-1 554 (600-1)	1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)	



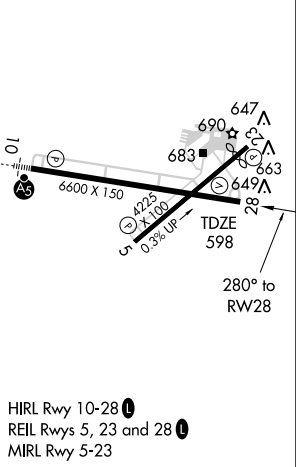
⚠ If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.



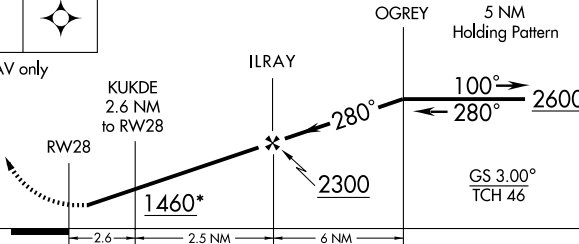
MISSED APPROACH: Climb to 2600 direct RESAW and hold.

ATIS <b>127.75</b>	CHICAGO CENTER <b>123.85 343.95</b>	LAFAYETTE TOWER ★ <b>119.6 (CTAF) 0 393.0</b>	GND CON <b>121.9 393.0</b>	UNICOM <b>122.95</b>
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ELEV <b>606</b>	Rwy 23 Idg 3913'
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2600	RESAW				
					
*LNAV only					
					
CATEGORY	A	B	C	D	
LPV DA	856-1 258 (300-1)				
LNAV/ VNAV DA	1125-1¼ 527 (600-1¾)				
LNAV MDA	1060-1 462 (500-1)	1060-1¼ 462 (500-1¼)	1060-1½ 462 (500-1½)		
CIRCLING	1160-1 554 (600-1)	1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)		

HIRL Rwy 10-28  
REIL Rwy 5, 23 and 28  
MIRL Rwy 5-23

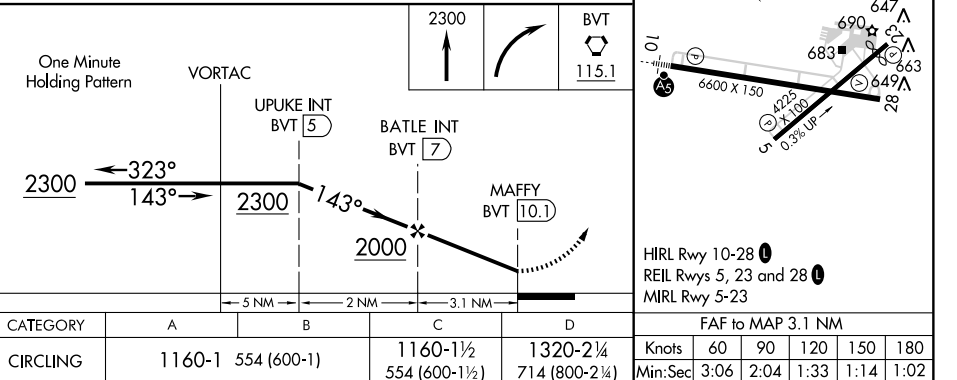
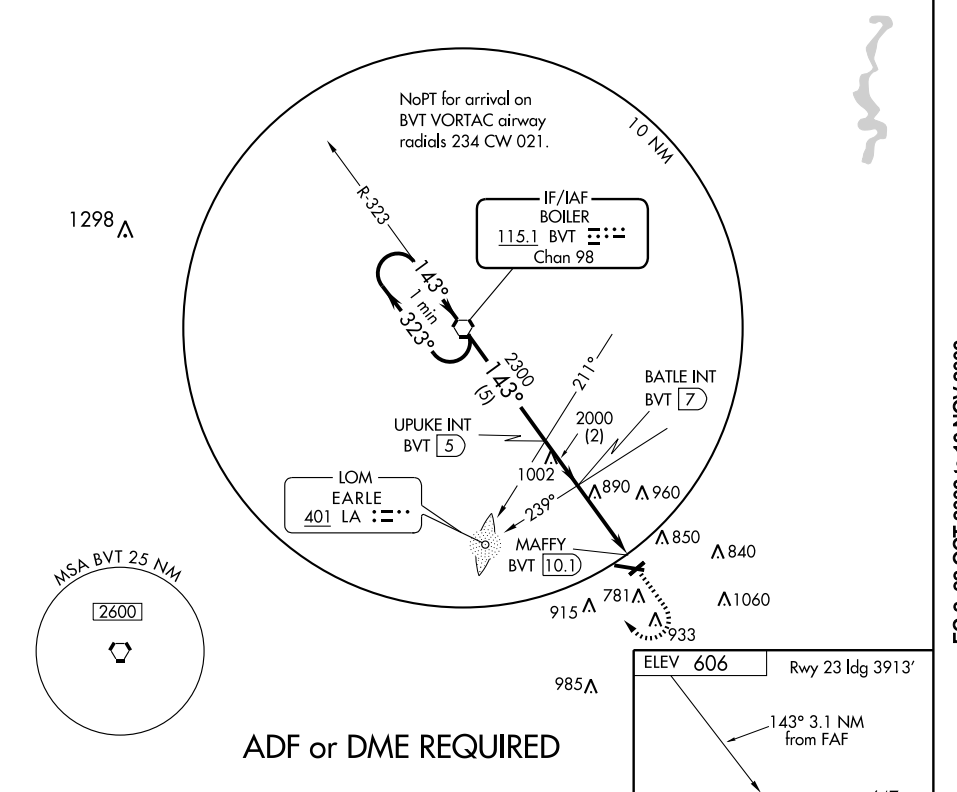
▼

▲

When local altimeter setting not received, use Danville alrimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS <b>127.75</b>	CHICAGO CENTER <b>123.85 343.95</b>	LAFAYETTE TOWER★ <b>119.6 (CTAF) 0 393.0</b>	GND CON <b>121.9 393.0</b>	UNICOM <b>122.95</b>
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APP CRS	Rwy Idg	<b>4262</b>
<b>090°</b>	TDZE	<b>736</b>
	Apt Elev	<b>738</b>

# RNAV (GPS) RWY 9

## LOGANSPORT/CASS COUNTY (GGP)

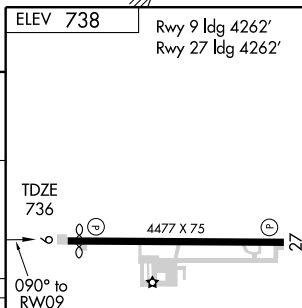
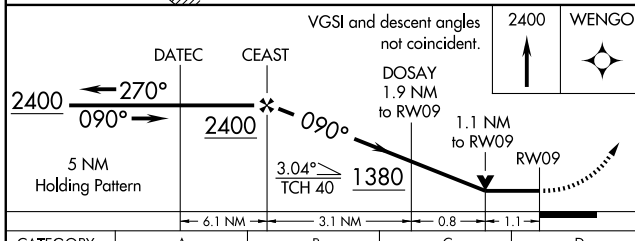
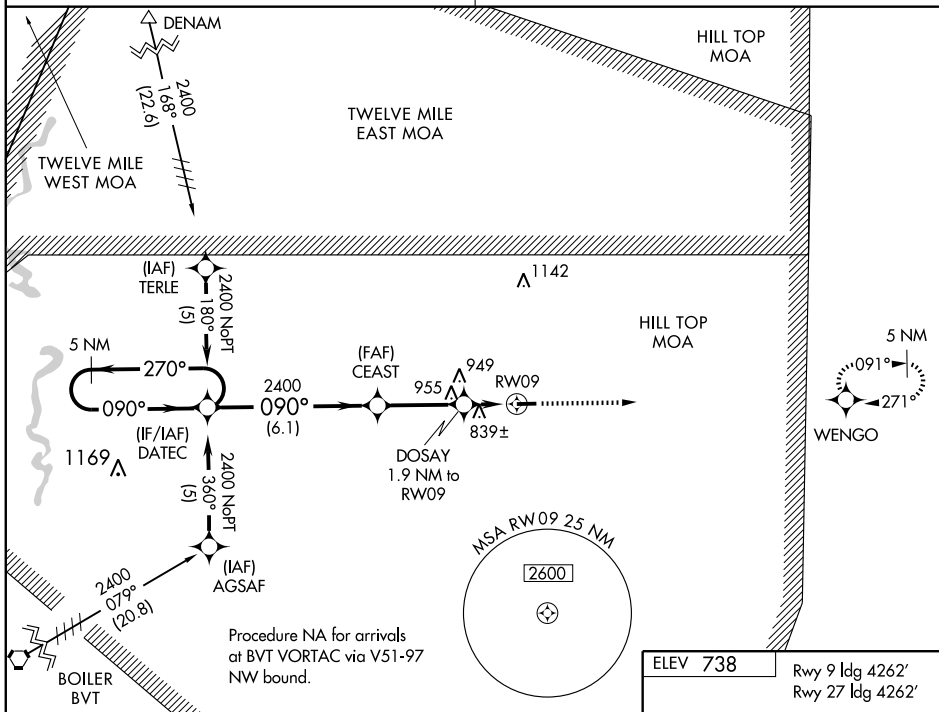
**T** Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting. VDP NA when using Lafayette altimeter setting.

**A** NA Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400  
direct WENGO and hold.

GRISSOM APP CON★  
121.05 379.3

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LNAV MDA	1100-1 364 (400-1)			1100-1½ 364 (400-1½)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
LNAV MDA	1180-1 444 (500-1)		1180-1½ 444 (500-1½)	1180-1½ 444 (500-1½)
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

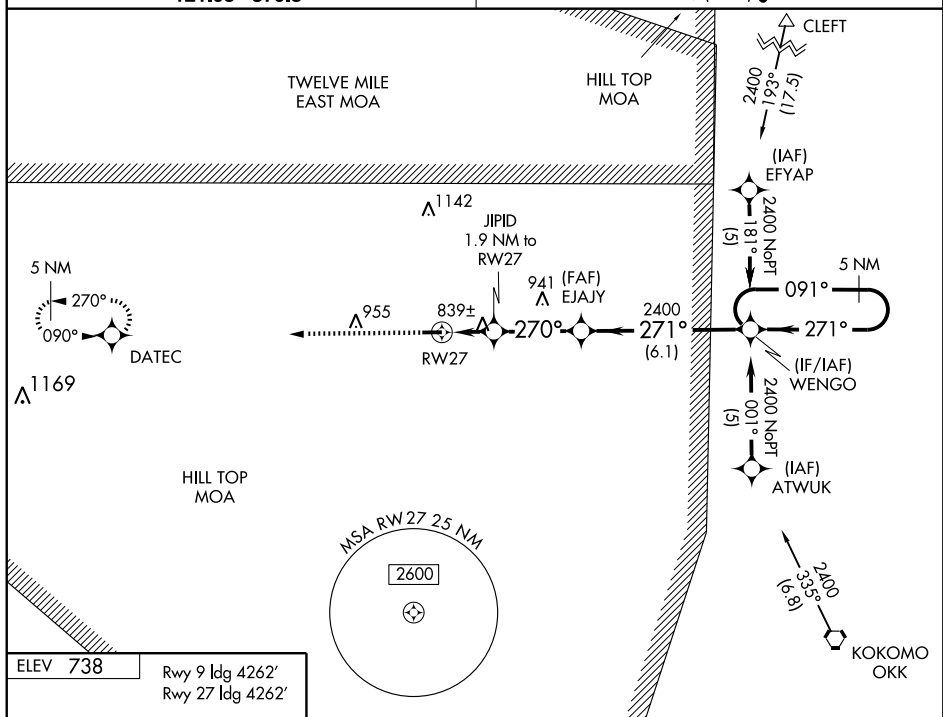
MIRL Rwy 9-27 **L**

Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting and increase DA 91 feet and visibility all Cats ¼ mile; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

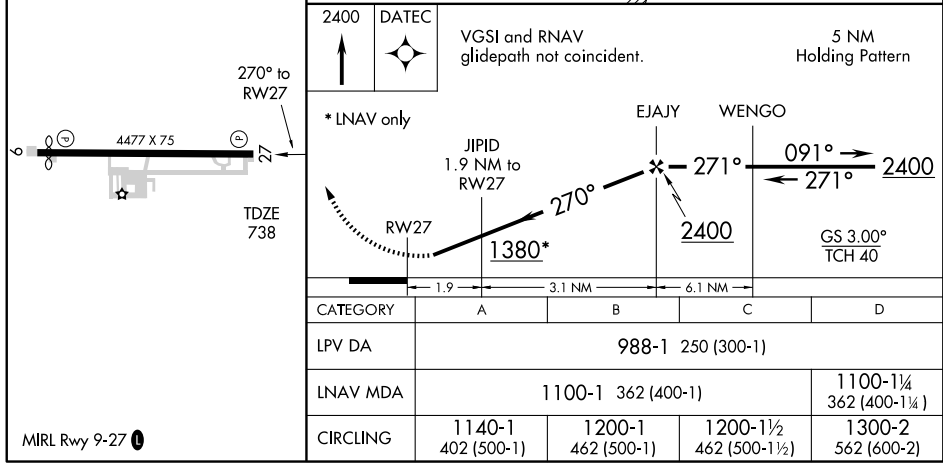
**MISSED APPROACH:** Climb to 2400  
direct DATEC and hold.

GRISSOM APP CON★  
121.05 379.3

UNICOM  
122.8 (CTAF) **L**



EC-2, 22 OCT 2009 to 19 NOV 2009







V

A

Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

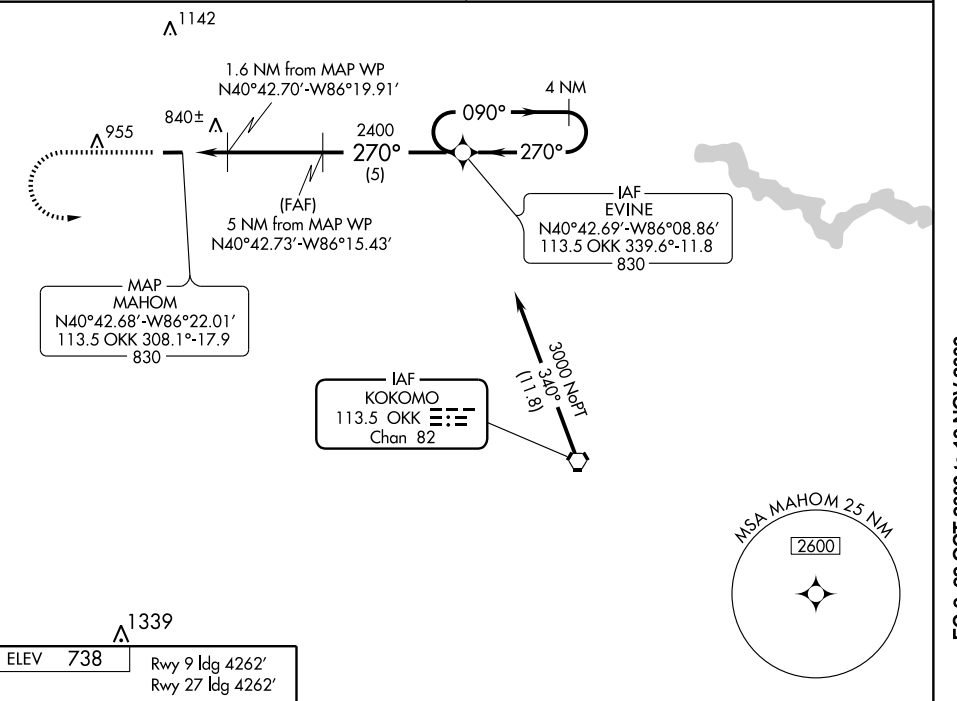
MISSED APPROACH: Climb to 3000, then left turn direct EVINE WP and hold.

GRISSOM APP CON★

121.05 379.3

UNICOM

122.8 (CTAF) 0



ELEV 738

Rwy 9 Idg 4262'

Rwy 27 Idg 4262'

3000

EVINE

5 NM from MAP WP

EVINE WP

4 NM Holding Pattern

090°

270°

3000

270° to MAP WP

4477 X 75

TDZE 738

MAHOM MAP WP

1.6 NM from MAP WP

2400

1260\*

\*1360 when using Lafayette altimeter setting.

CATEGORY	A	B	C	D
S-27	1100-1 362 (400-1)	1100-1¼ 362 (400-1¼)	1100-1½ 362 (400-1½)	1100-1¾ 362 (400-1¾)
CIRCLING	1140-1 402 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTINGS MINIMUMS				
S-27	1200-1 462 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1200-1¾ 462 (500-1¾)
CIRCLING	1240-1 502 (600-1)	1240-1¼ 502 (600-1¼)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 0

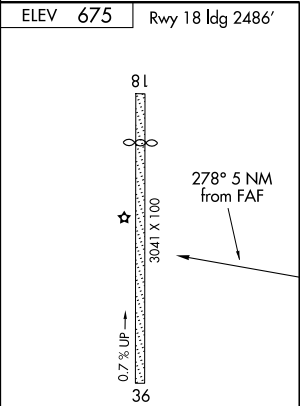
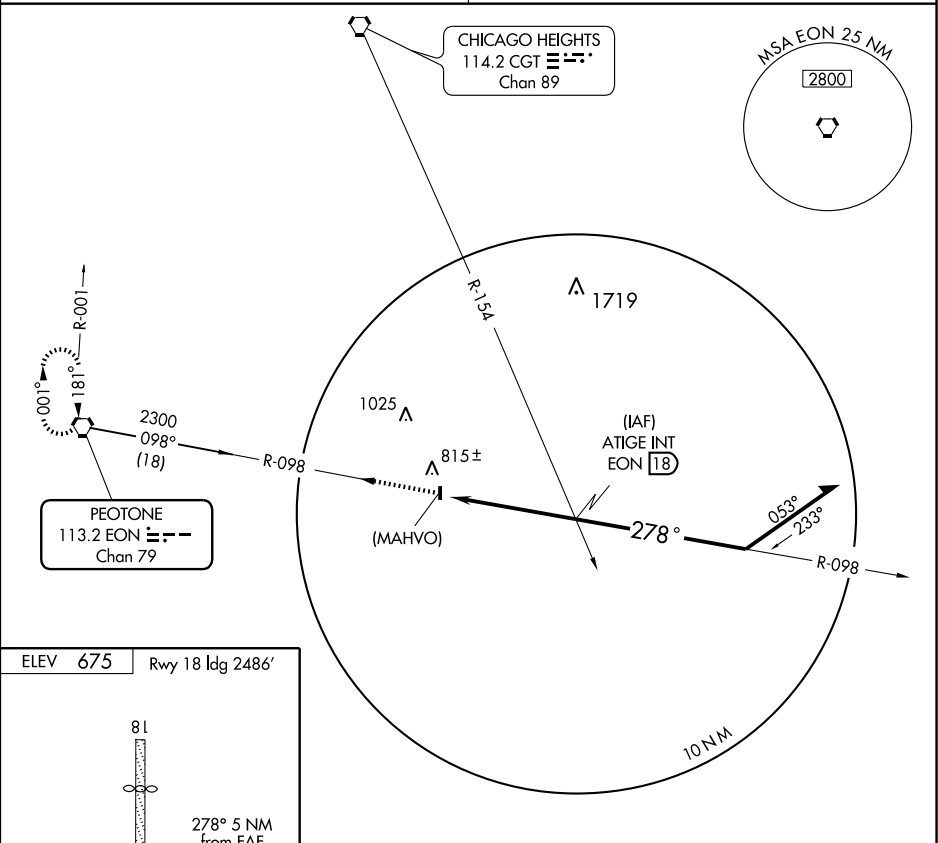
VOR or GPS-A  
LOWELL (C97)

VORTAC EON <b>113.2</b> Chan <b>79</b>	APP CRS <b>278°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>675</b>
--	------------------------	---

▼ Use Chicago Midway Intl Airport altimeter setting.  
▲ NA Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER <b>132.95 272.7</b>	CTAF <b>122.9</b>
---------------------------------------	----------------------



IRL Rwy 18-36

FAF to MAP 5 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1280-1	605 (700-1)	1280-1¾ 605 (700-1¾)	NA
Min:Sec	5:00	3:20	2:30	2:00	1:40					

WAAS CH <b>45708</b> <b>W03A</b>	APP CRS <b>035°</b>	Rwy Idg TDZE Apt Elev	<b>4742</b> <b>812</b> <b>819</b>
--	------------------------	-----------------------------	---

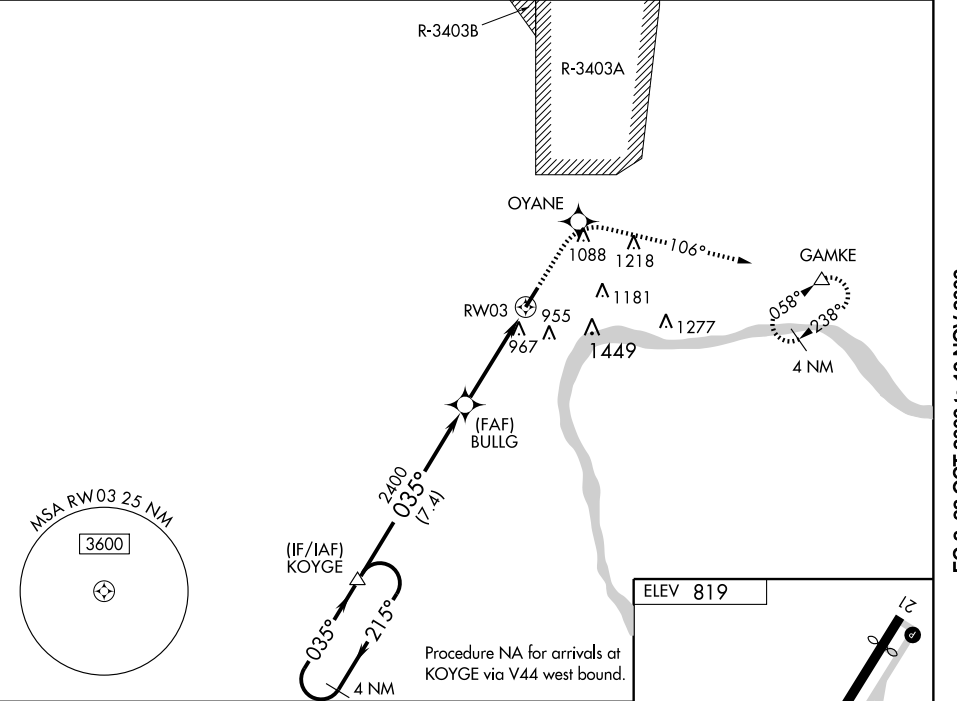
▼  
▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

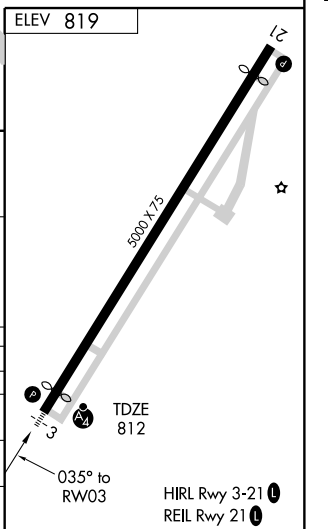
MALSF

MISSED APPROACH:  
Climb to 2700 direct OYANE and via 106° track to GAMKE and hold.

AWOS-3 <b>119.175</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF) 0</b>
--------------------------	--	-----------------------	---------------------------------



4 NM Holding Pattern				
2700 ← 215° / 035° →				
GS 3.50° TCH 42				
2700 OYANE 106° track GAMKE				
*1.2 NM to RW03				
*LNAV only				
7.4 NM 2.9 NM 1.2				
CATEGORY	A	B	C	D
LPV DA	1203-1¼		391 (400-1¼)	NA
LNAV/VNAV DA	1321-1½		509 (600-1½)	NA
LNAV MDA	1300-1	488 (500-1)	1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1	521 (600-1)	1340-1½ 521 (600-1½)	NA



EC-2: 22 OCT 2009 to 19 NOV 2009

# VOR/DME RWY 3

MADISON MUNI (IMS)

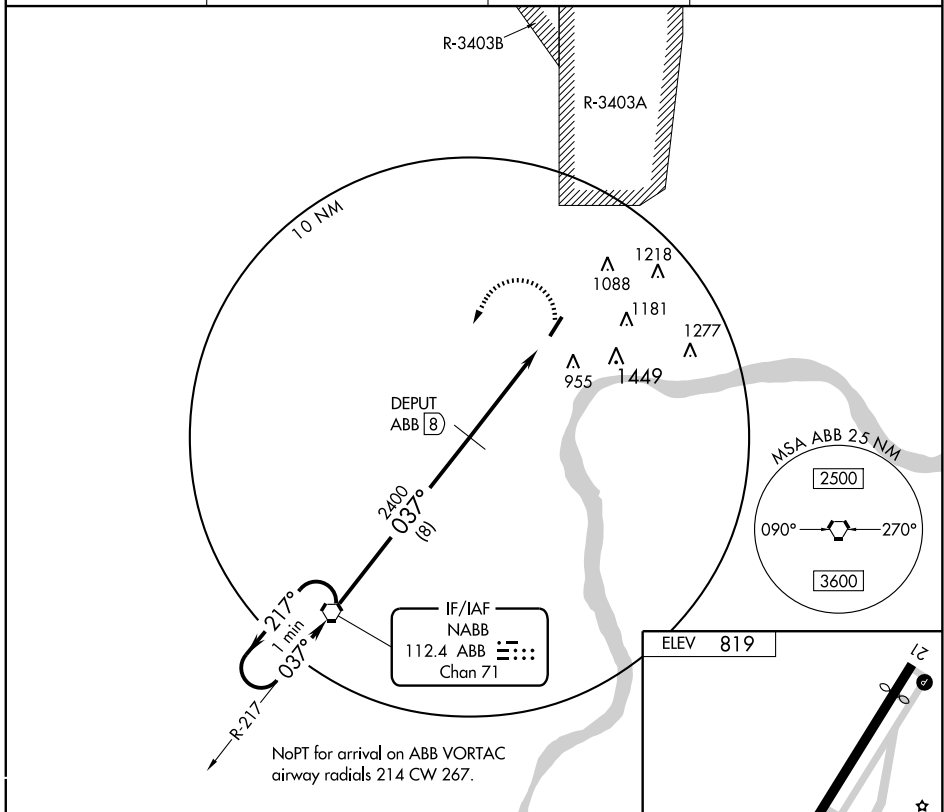
VORTAC ABB <b>112.4</b> Chan <b>71</b>	APP CRS <b>037°</b>	Rwy Idg TDZE Apt Elev <b>4742</b> <b>812</b> <b>819</b>
--	------------------------	--

MALSF

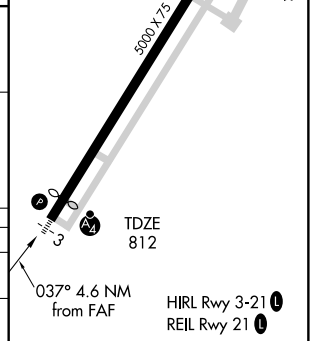


MISSED APPROACH:  
Climbing left turn to 2500  
direct ABB VORTAC  
and hold.

AWOS-3 <b>119.175</b>	LOUISVILLE APP CON <b>132.075 327.0</b>	GCO <b>121.725</b>	UNICOM <b>123.0 (CTAF)</b>
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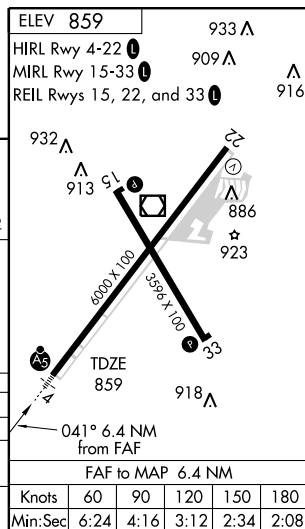
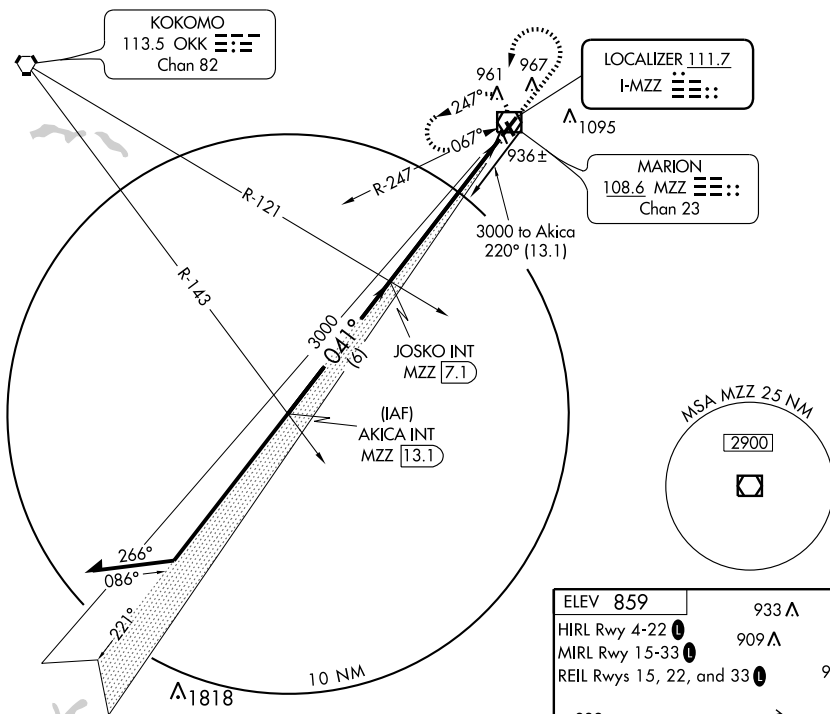


One Minute Holding Pattern				
VORTAC				
<p>2500 ← 217°</p> <p>037° →</p> <p>2400</p> <p>DEPUT ABB [8]</p> <p>ABB 11.4</p> <p>ABB 12.6</p> <p>3.16°</p> <p>TCH 42</p> <p>8 NM</p> <p>3.4 NM</p> <p>1.2</p> <p>2500</p> <p>ABB 112.4</p> <p>5000 X 75</p> <p>TDZE 812</p> <p>037° 4.6 NM from FAF</p>				
CATEGORY	A	B	C	D
S-3	1300-1	488 (500-1)	1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1	521 (600-1)	1340-1½ 521 (600-1½)	NA



MARION MUNI (MZZ)

AWOS-3 <b>108.6</b>	GRISCOM APP CON ★ <b>121.05 379.3</b>	CLNC DEL <b>120.0</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
------------------------	--	--------------------------	--



CATEGORY	A	B	C	D
S-ILS 4	1063- $\frac{1}{2}$ 204 (300- $\frac{1}{2}$ )			
S-LOC 4	1200- $\frac{1}{2}$ 341 (400- $\frac{1}{2}$ )			1200- $\frac{3}{4}$ 341 (400- $\frac{3}{4}$ )
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$ )	1420-2 561 (600-2)

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

# RNAV (GPS) RWY 4

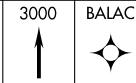
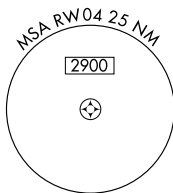
## MARION MUNI (MZZ)

MARION MUNI (MZZ)

MALSR

**MISSED APPROACH:**  
Climb to 3000 direct  
BALAC and hold.

**122.7 (CTAF) L**



ELEV 859

HIRL Rwy 4-22 **(L)** 933  $\Delta$

MIRL Rwy 15-33 **(L)** 909  $\Delta$

REIL Rwy 15, 22, and 33 **(L)**  $\Delta$  916

932  $\Delta$

913  $\Delta$

91 **(L)**

600 X 100

358° X 100

918  $\Delta$

918  $\Delta$

886  $\Delta$

923  $\star$

35 **(L)**



TDZE 859

041° to RW04

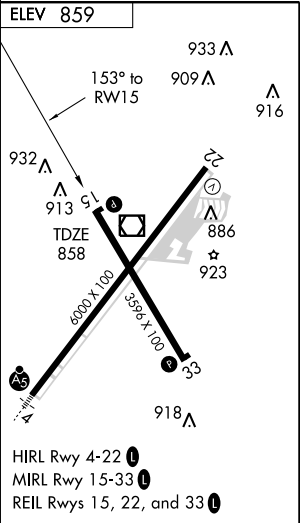
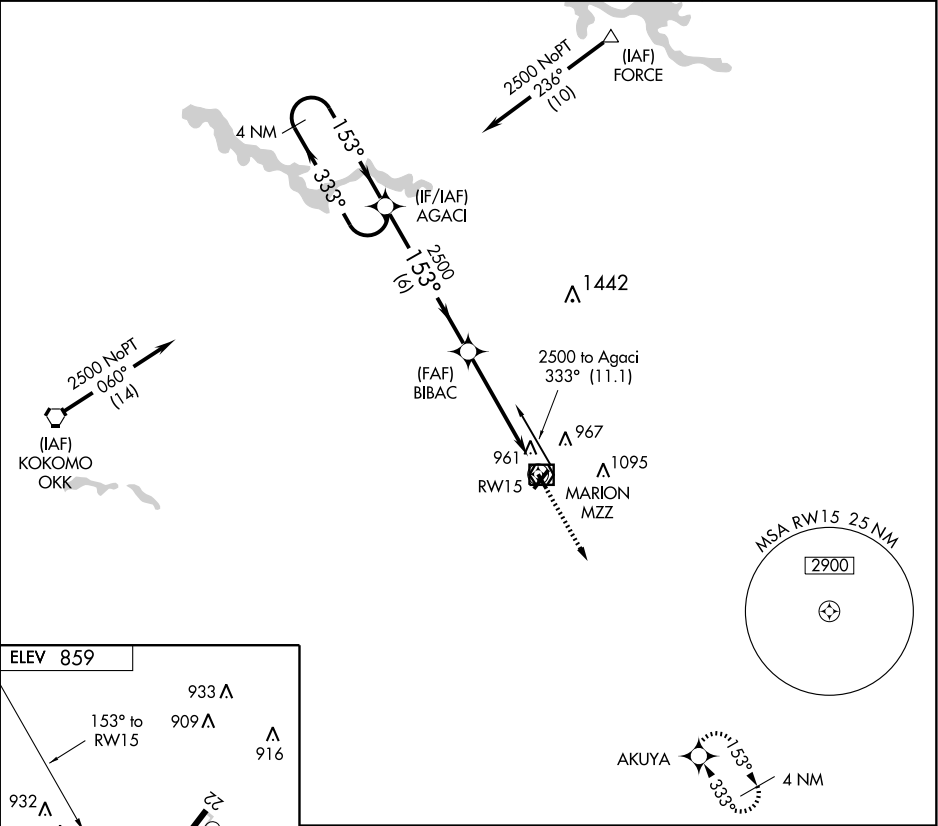
APP CRS	Rwy Idg	3596
153°	TDZE	858
	Apt Elev	859

# RNAV (GPS) RWY 15

MARION MUNI (MZZ)

  NA	If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 33 NA at night. When VGSI inop, straight-in/circling Rwy 15 procedure NA at night.	MISSED APPROACH: Climb to 2500 direct AKUYA and hold.
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AWOS-3 108.6	GRISOM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 
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4 NM Holding Pattern		AGACI	BIBAC	2500	AKUYA
2500		333°	153°	2500	153°
VGSI and descent angles not coincident.		6 NM	5 NM	3.00°	TCH 37
CATEGORY	A	B	C	D	
LNAV MDA	1220-1 362 (400-1)				1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)	



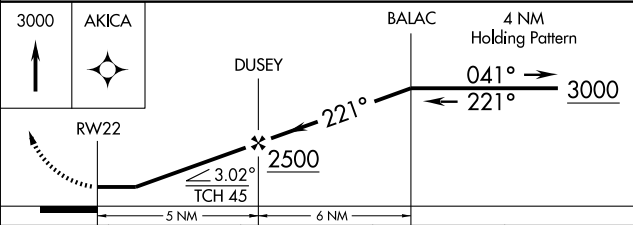
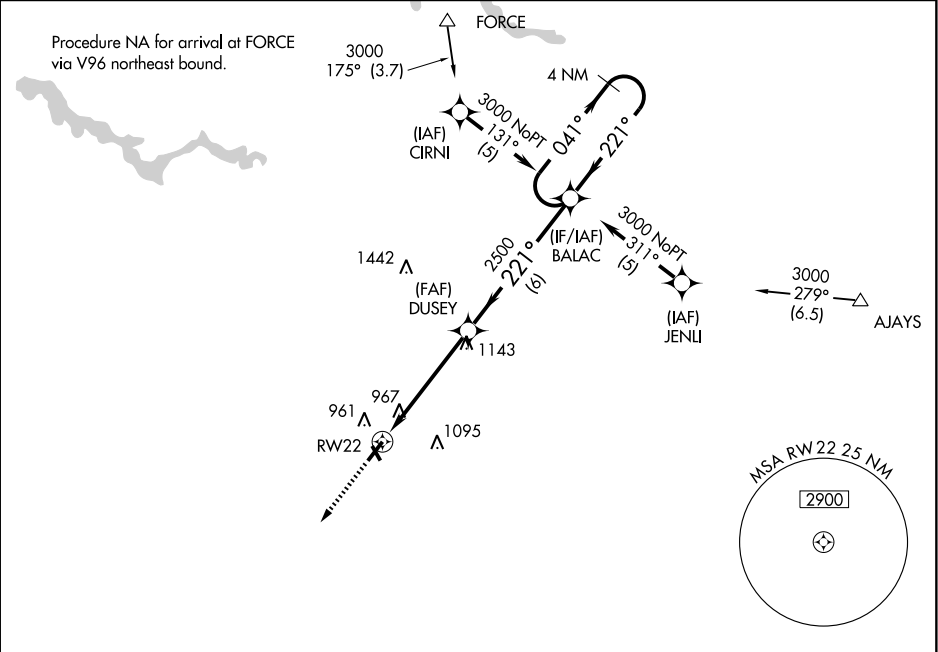
APP CRS	Rwy Idg	6000
221°	TDZE	859
	Apt Elev	859

# RNAV (GPS) RWY 22

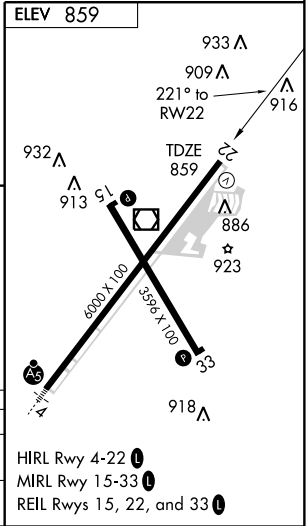
MARION MUNI (MZZ)




 DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.  NA When VGSI inop, circling Rwy 15 NA at night. Circling to Rwy 33 NA at night.	MISSED APPROACH: Climb to 3000 direct AKICA and hold.
--	---

AWOS-3 108.6	GRISOM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 
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CATEGORY	A	B	C	D
LNAV MDA	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1	521 (600-1)	1380-1½ 521 (600-1½)	1420-2 561 (600-2)



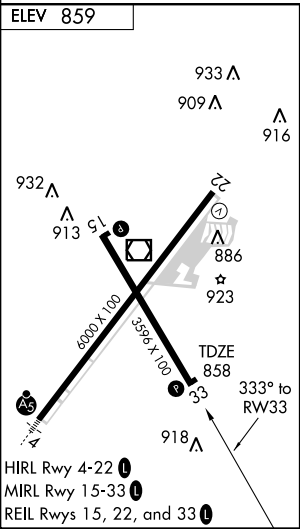
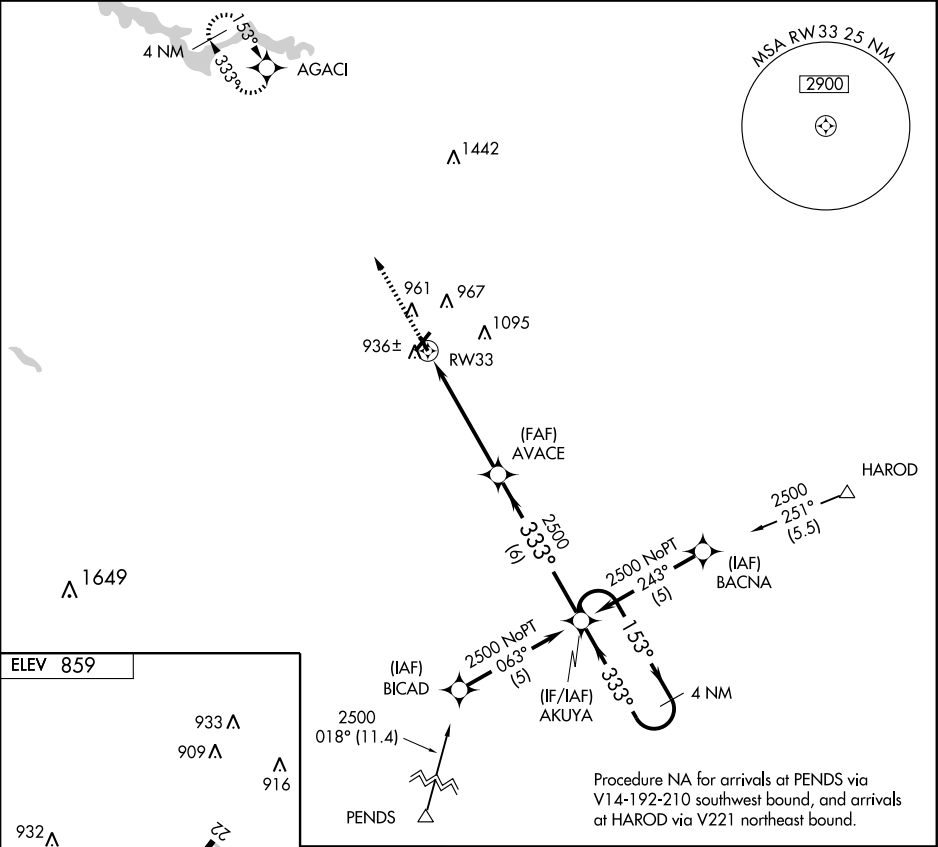
HIRL Rwy 4-22   
MIRL Rwy 15-33   
REIL Rwy 15, 22, and 33 

APP CRS	Rwy Idg	3596
333°	TDZE	858
	Apt Elev	859

RNAV (GPS) RWY 33  
MARION MUNI (MZZ)

 If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. When VGSI inop, straight-in/circling Rwy 33 procedure NA at night.	MISSED APPROACH: Climb to 2500 direct AGACI and hold.
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AWOS-3 108.6	GRISSEM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
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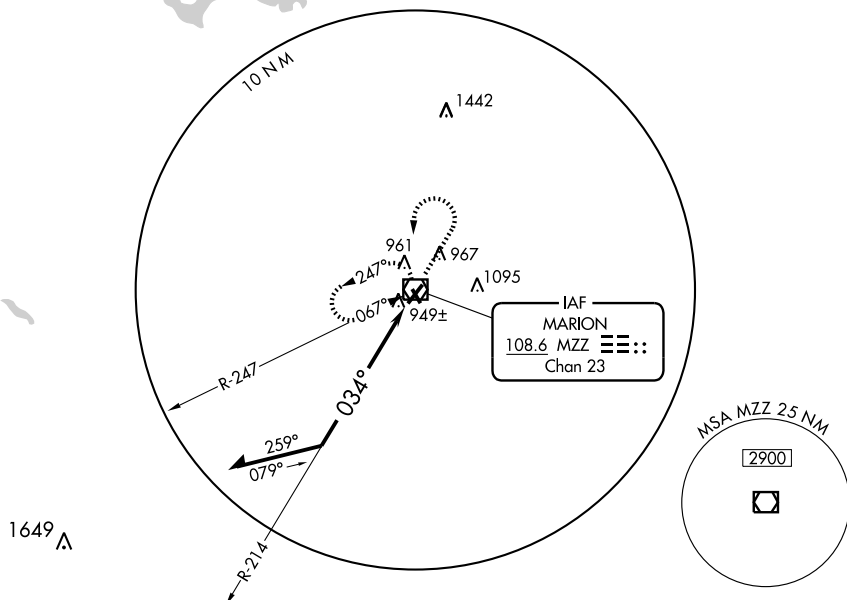


2500	AGACI	AVACE	AKUYA	4 NM Holding Pattern
CATEGORY	A	B	C	D
LNAV MDA	1200-1 342 (400-1)			1200-1 ¼ 342 (400-1 ¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1 ½ 461 (500-1 ½)	1420-2 561 (600-2)

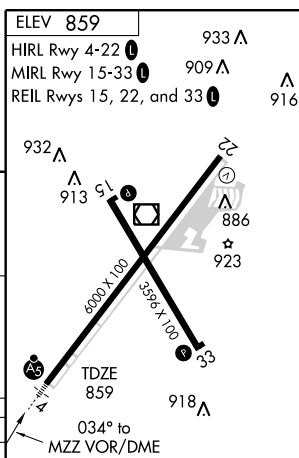
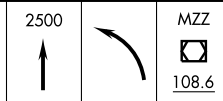
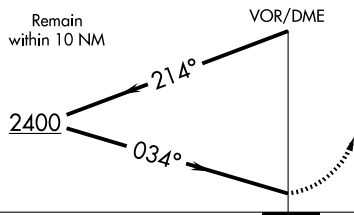
MISSED APPROACH: Climb to 2500 then left turn direct MZZ VOR/DME and hold.



UNICOM  
122.7 (CTAF) **L**



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CATEGORY	A	B	C	D
S-4	$1260\text{--}1\frac{1}{2}$	401 (500 $\text{--}1\frac{1}{2}$ )	$1260\text{--}3\frac{3}{4}$ 401 (500 $\text{--}3\frac{3}{4}$ )	$1260\text{--}1$ 401 (500 $\text{--}1$ )
CIRCLING	$1280\text{--}1$ 421 (500 $\text{--}1$ )	$1320\text{--}1$ 461 (500 $\text{--}1$ )	$1320\text{--}1\frac{1}{2}$ 461 (500 $\text{--}1\frac{1}{2}$ )	$1420\text{--}2$ 561 (600 $\text{--}2$ )

Knots	60	90	120	150	180
Min:Sec					

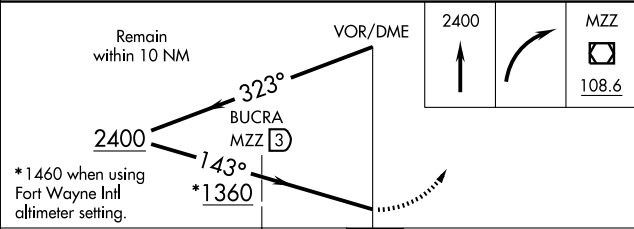
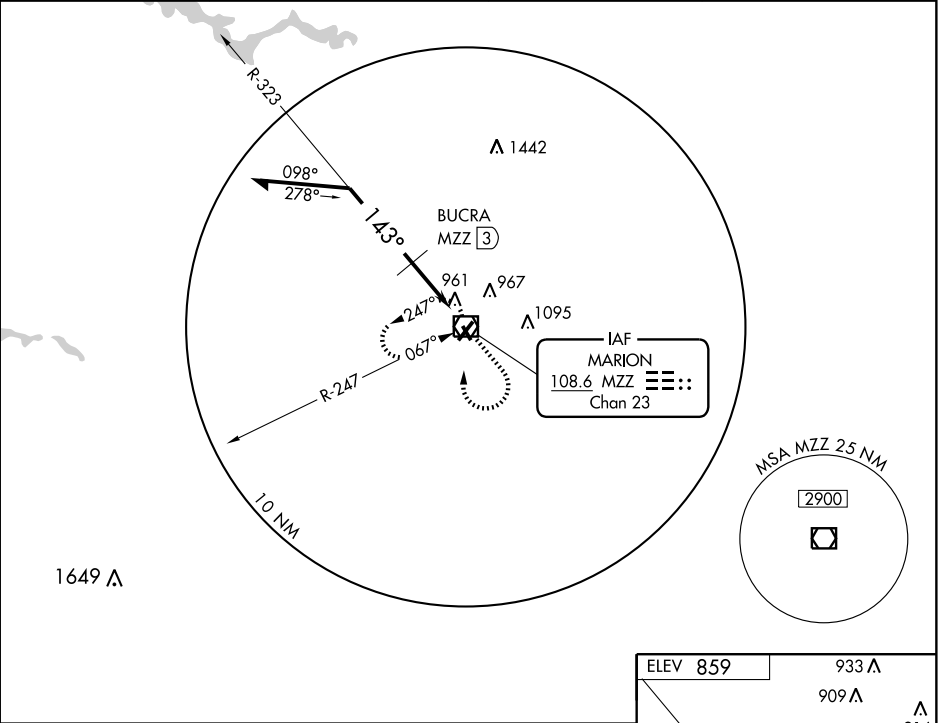
VOR RWY 15  
MARION MUNI (MZZ)

VOR/DME MZZ	APP CRS	Rwy Idg	3596
108.6	143°	TDZE	858
Chan 23		Apt Elev	859

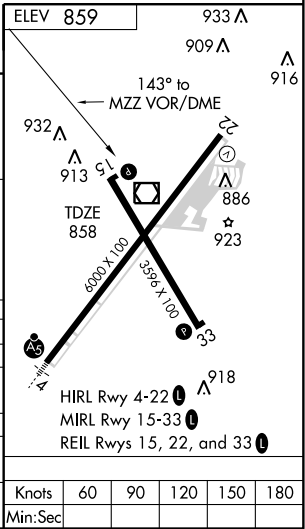
If local altimeter setting not received, use Fort Wayne  
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2400 then  
right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSEM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-15	1360-1	502 (600-1)	1360-1½	502 (600-1½)
CIRCLING	1360-1	501 (600-1)	1360-1½ 501 (600-1½)	1420-2 561 (600-2)
BUCRA FIX MINIMUMS				
S-15	1220-1	362 (400-1)	1220-1¼ 362 (400-1¼)	
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



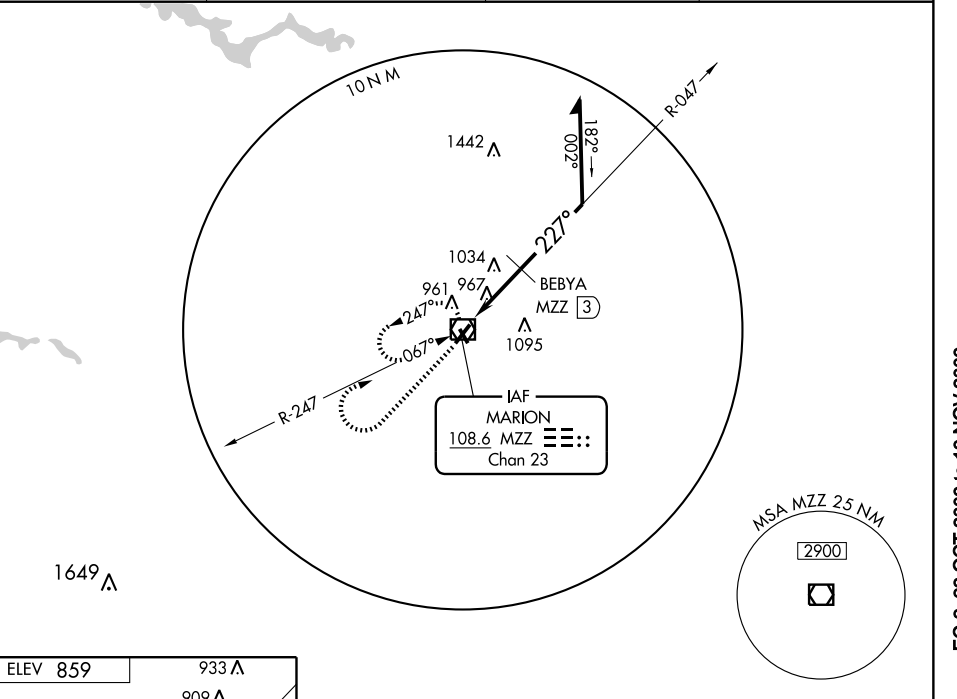
▼

▲ NA

If local altimeter setting not received, use Fort Wayne  
Intl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 then  
right turn direct MZZ VOR/DME and hold.

AWOS-3 108.6	GRISSEM APP CON ★ 121.05 379.3	CLNC DEL 120.0	UNICOM 122.7 (CTAF) 0
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ELEV 859

933 A

909 A

227° to  
MZZ VOR/DME

932 A

913 A

TDZE 859

886

923

6000 X 100

3500 X 100

918 A

HIRL Rwy 4-22

MIRL Rwy 15-33

REIL Rws 15, 22, and 33

2500

MZZ  
108.6

\*1600 when using Fort Wayne  
Intl altimeter setting.

VOR/DME

047°

BEBYA  
MZZ [3]

227°


2500

\*1500

0.3

2.7 NM

Remain  
within 10 NM

						<table><tr><th>CATEGORY</th><th colspan="2">A</th><th colspan="2">B</th><th colspan="2">C</th><th colspan="2">D</th></tr><tr><td>S-22</td><td colspan="2">1500-1</td><td colspan="2">641 (700-1)</td><td colspan="2">1500-1¾ 641 (700-1¾)</td><td colspan="2">1500-2 641 (700-2)</td></tr><tr><td>CIRCLING</td><td colspan="2">1500-1</td><td colspan="2">641 (700-1)</td><td colspan="2">1500-1¾ 641 (700-1¾)</td><td colspan="2">1500-2 641 (700-2)</td></tr><tr><td colspan="9">BEBYA FIX MINIMUMS</td></tr><tr><td>S-22</td><td colspan="2">1340-1</td><td colspan="2">481 (500-1)</td><td colspan="2">1340-1¼ 481 (500-1¼)</td><td colspan="2">1340-1½ 481 (500-1½)</td></tr><tr><td>CIRCLING</td><td colspan="2">1340-1</td><td colspan="2">481 (500-1)</td><td colspan="2">1340-1½ 481 (500-1½)</td><td colspan="2">1420-2 561 (600-2)</td></tr><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td><td colspan="3"></td></tr><tr><td>Min:Sec</td><td></td><td></td><td></td><td></td><td></td><td colspan="3"></td></tr></table>					CATEGORY	A		B		C		D		S-22	1500-1		641 (700-1)		1500-1¾ 641 (700-1¾)		1500-2 641 (700-2)		CIRCLING	1500-1		641 (700-1)		1500-1¾ 641 (700-1¾)		1500-2 641 (700-2)		BEBYA FIX MINIMUMS									S-22	1340-1		481 (500-1)		1340-1¼ 481 (500-1¼)		1340-1½ 481 (500-1½)		CIRCLING	1340-1		481 (500-1)		1340-1½ 481 (500-1½)		1420-2 561 (600-2)		Knots	60	90	120	150	180				Min:Sec								
CATEGORY	A		B		C		D																																																																											
S-22	1500-1		641 (700-1)		1500-1¾ 641 (700-1¾)		1500-2 641 (700-2)																																																																											
CIRCLING	1500-1		641 (700-1)		1500-1¾ 641 (700-1¾)		1500-2 641 (700-2)																																																																											
BEBYA FIX MINIMUMS																																																																																		
S-22	1340-1		481 (500-1)		1340-1¼ 481 (500-1¼)		1340-1½ 481 (500-1½)																																																																											
CIRCLING	1340-1		481 (500-1)		1340-1½ 481 (500-1½)		1420-2 561 (600-2)																																																																											
Knots	60	90	120	150	180																																																																													
Min:Sec																																																																																		

EC-2, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4100
218°	TDZE	655
	Apt Elev	655

GPS RWY 20

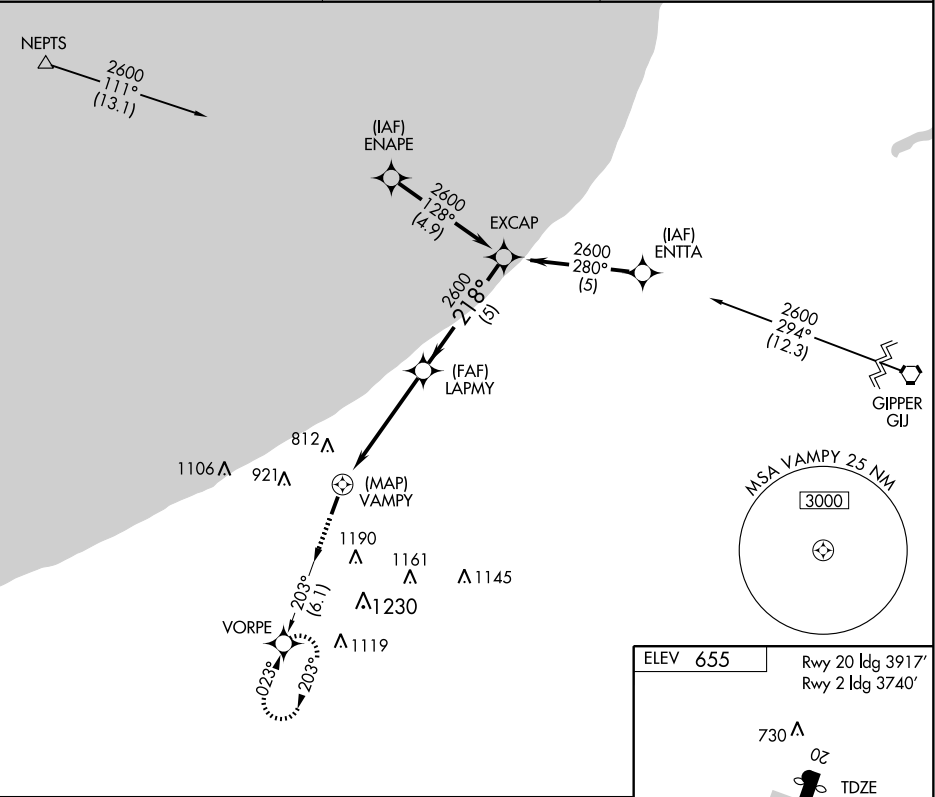
MICHIGAN CITY MUNI (MGC)

NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 3000  
via 203° course to VORPE WP and hold.

SOUTH BEND APP CON ★ 118.55	CLNC DEL 134.8	UNICOM 122.7 (CTAF) 0
--------------------------------	-------------------	--------------------------



3000

VORPE

CRS 203°

	VAMPY	LAPMY	EXCAP	
	218°	2600	218°	2600
		2600		Procedure Turn NA
	0.5	5 NM	5 NM	
CATEGORY	A	B	C	D
S-20	1240-1	585 (600-1)	1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)	1280-1 625 (700-1)	1280-1¾ 625 (700-1¾)	NA

ELEV 655

Rwy 20 Idg 3917'  
Rwy 2 Idg 3740'

REIL Rwy 20 0

MIRL Rwy 2-20 0

NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 3000 via GJ  
R-260 to JAYMR Int/27 DME and hold.

SOUTH BEND APP CON ★ 118.55	CLNC DEL 134.8	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D	FAF to MAP 5.8 NM					
CIRCLING	1540-1¼	885 (900-1¼)	1540-2¾ 885 (900-2¾)	NA	Knots	60	90	120	150	180
					Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2, 22 OCT 2009 to 19 NOV 2009

▼

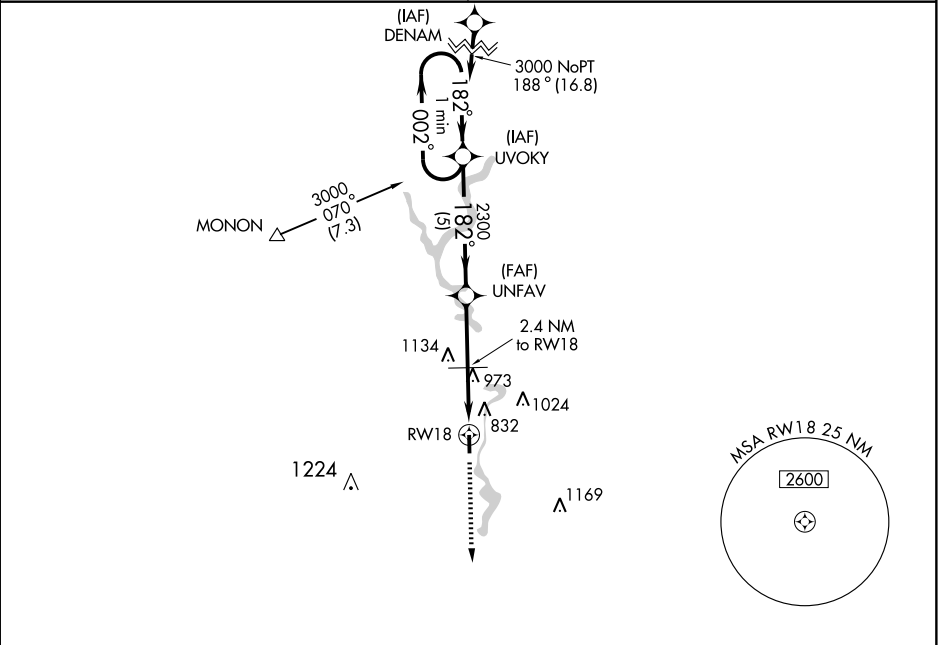
▲ NA

Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALQAZ WP and hold.

CHICAGO CENTER  
123.85 343.95

UNICOM  
122.8 (CTAF)



One Minute Holding Pattern				
UVOKY				
3000 ← 002° 182° →				
2300				
1540				
2.4 NM to RW18				
RW18				
5 NM 2.6 NM 2.4 NM				
CATEGORY	A	B	C	D
S-18	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA
CIRCLING	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA

ELEV 676

182° to RW18

TDZE 676

81

4002 x 60

36

REIL Rwy 18 and 36  
MIRL Rwy 18-36

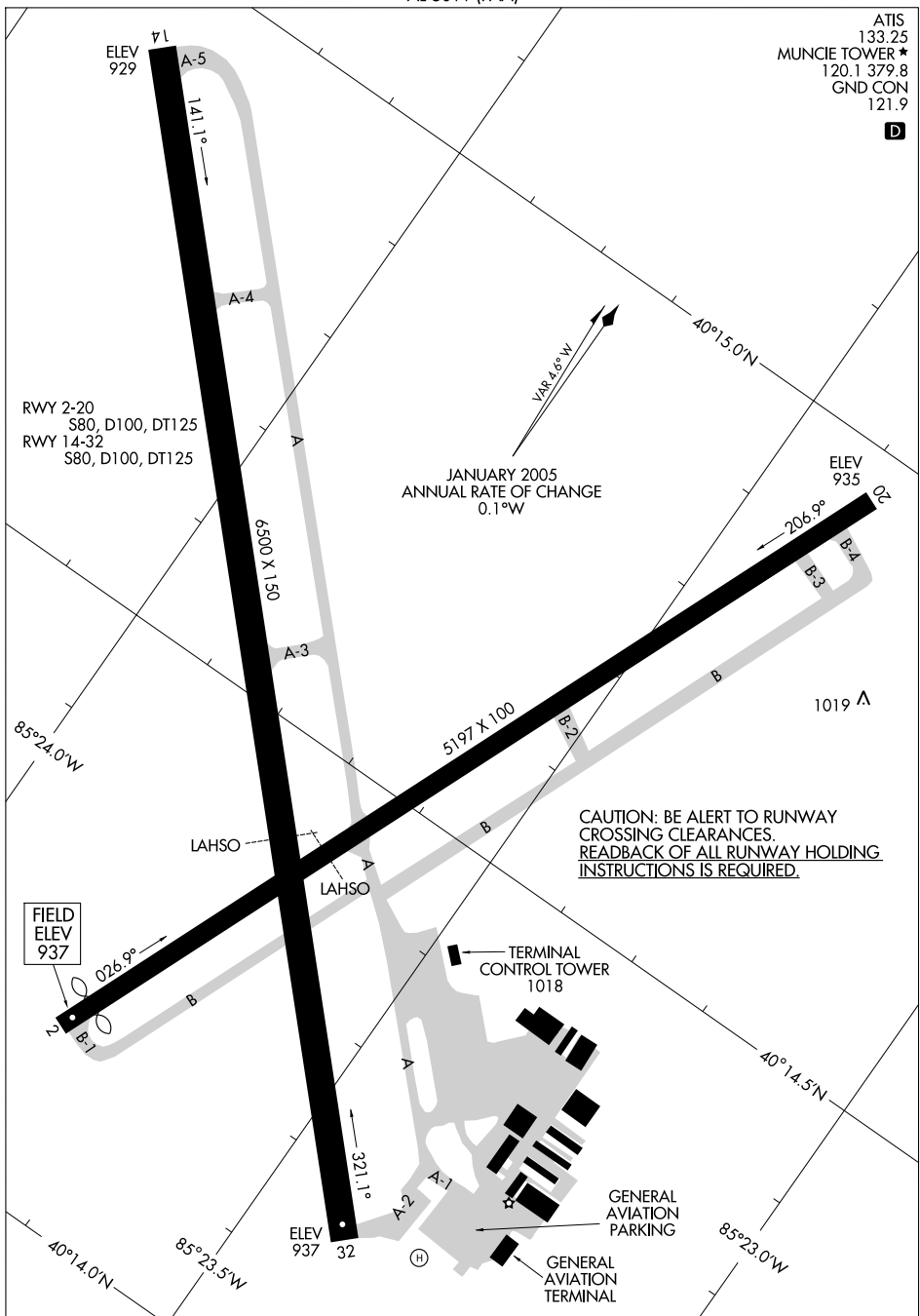


Diagram illustrating a non-precision approach procedure. The diagram shows a runway (RW36) with a 3000m length. A 5 NM segment leads to a 2200m altitude, then a 5 NM segment leads to a 3000m altitude. The final segment is a 002° climb to 3000m. The procedure is labeled 'Procedure Turn NA'. The diagram also shows a 3000m altitude and a 002° climb angle.

# AIRPORT DIAGRAM

MUNCIE/DELAWARE COUNTY-JOHNSON FIELD (MIE)  
AL-5011 (FAA) MUNCIE, INDIANA

ATIS  
133.25  
MUNCIE TOWER ★  
120.1 379.8  
GND CON  
121.9  
**D**

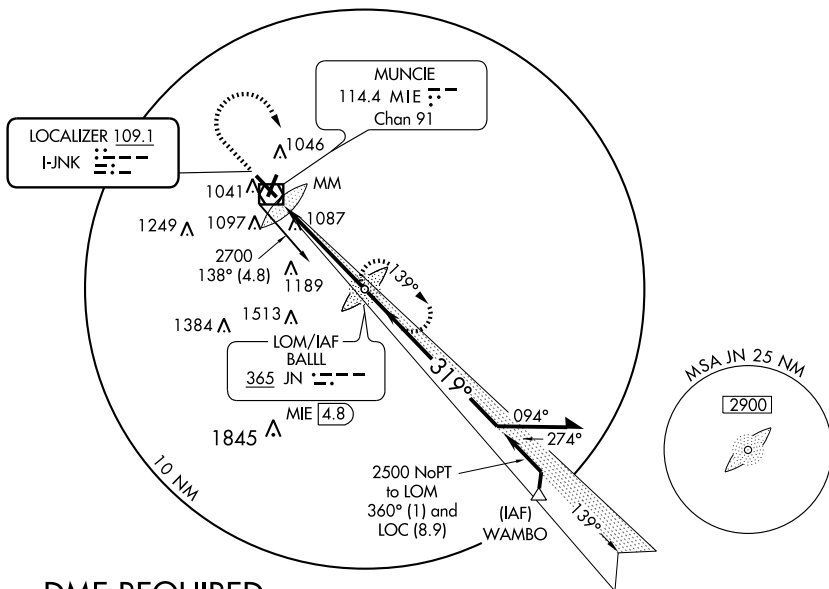


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MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

**MISSED APPROACH:** Climb to 1400, then climbing right turn to 2700 direct BALLL and hold.

ADF or DME REQUIRED



▼

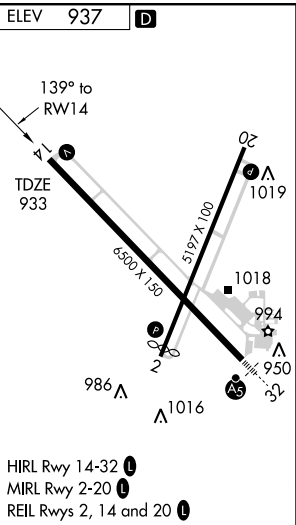
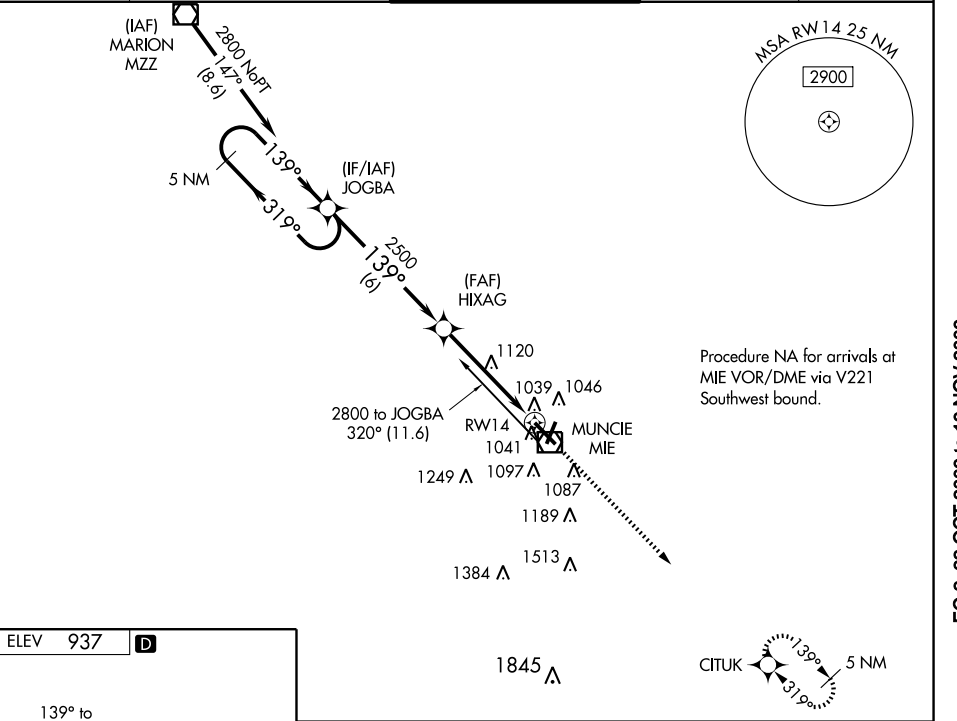
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH:

Climb to 2900

direct CITUK and hold.

ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1 (CTAF) 379.8	GND CON 121.9	UNICOM 122.95
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5 NM Holding Pattern				
JOGBA				
2800 ← 319° / 139° →				
GS 3.00° TCH 50				
HIXAG				
2500				
*1.4 NM to RW14				
*LNAV only				
6 NM 3.3 NM 1.4				
CATEGORY	A	B	C	D
LPV DA	1202-1		269 (300-1)	
LNAV/VNAV DA	1289-1¼		356 (400-1¼)	
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1420-1¼ 483 (500-1¼)		1420-1½ 483 (500-1½)	1500-2 563 (600-2)

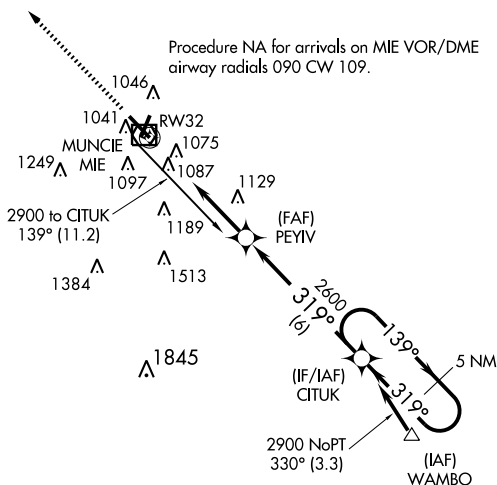
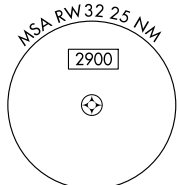
WAAS CH <b>72601</b> <b>W32A</b>	APP CRS <b>319°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>937</b> <b>937</b>
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## RNAV (GPS) RWY 32

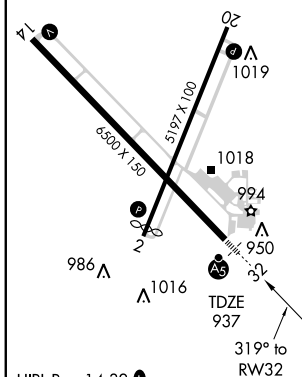
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

<p><b>T</b> DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet. For inoperative MALSR, increase LPV all Cats visibility to 1 mile.</p>	<p>MALSR</p> 	<p>MISSED APPROACH: Climb to 2800 direct JOGBA and hold.</p>
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ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1(CTAF) 379.8	GND CON 121.9	UNICOM 122.95
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ELEV	937	<b>D</b>
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The diagram illustrates the JOGBA VOR/DME station's operational parameters. It shows the alignment from RW32 through PEYIV to CITUK. Key distance markers are 1.2 NM from RW32, 3.8 NM between RW32 and PEYIV, and 6 NM between PEYIV and CITUK. The bearing from RW32 to PEYIV is 319°, and the bearing from PEYIV to CITUK is 139°. The frequency 2900 MHz is indicated near CITUK. A note specifies '\*1.2 NM to RW32' and '\*LNAV only'. The holding pattern at CITUK is defined as a 5 NM Holding Pattern. Below the diagram, a table provides category-based distance information.

CATEGORY	A	B	C	D
LPV DA	1241-½ 304 (400-½)			
LNAV/ VNAV DA	1396-1 459 (500-1)			
LNAV MDA	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1380-1½ 443 (500-1½)	1400-1½ 463 (500-1½)		1500-2 563 (600-2)

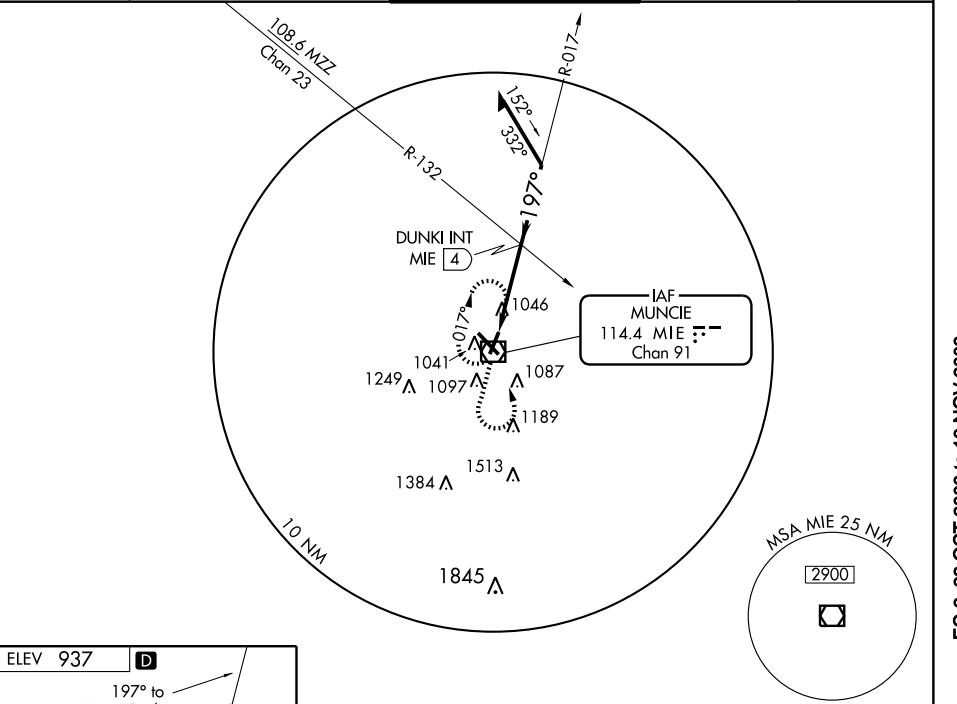
▼

▲

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting and increase all MDAs 120 feet and CATs C and D visibilities ½ mile.

MISSED APPROACH: Climb to 2500 then left turn direct MIE VOR/DME and hold.

ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1(CTAF) 379.8	GND CON 121.9	UNICOM 122.95
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ELEV 937

D

197° to MIE VOR/DME

TDZE 936

5197 X 100

6500 X 130

986 M

1016 M

994 M

950 M

1018 M

1019 M

AS

32

2500

↑

MIE

114.4

VOR/DME

017°

DUNKIN' INT MIE 4

197°

2300

\*1500

\*1620 when using Fort Wayne altimeter setting.

0.7

3.3 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-20	1500-1 564 (600-1)	1500-1½ 564 (600-1½)	1500-1¾ 564 (600-1¾)	1500-2 564 (600-2)
CIRCLING	1500-1 563 (600-1)	1500-1½ 563 (600-1½)	1500-2 563 (600-2)	1520-2 583 (600-2)
DUNKIN' INT/4 DME MINIMUMS				
S-20	1440-1 504 (600-1)	1440-1½ 504 (600-1½)		
CIRCLING	1440-1 503 (600-1)	1440-1½ 503 (600-1½)	1520-2 583 (600-2)	

HIRL Rwy 14-32

MIRL Rwy 2-20

REIL Rws 2, 14 and 20

EC-2 22 OCT 2009 to 19 NOV 2009

VOR RWY 14

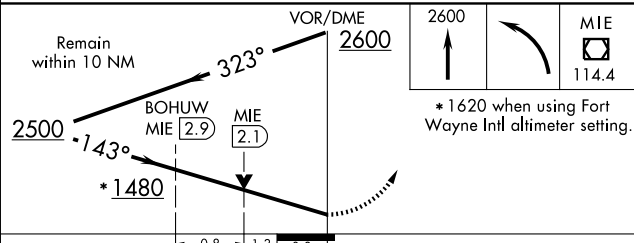
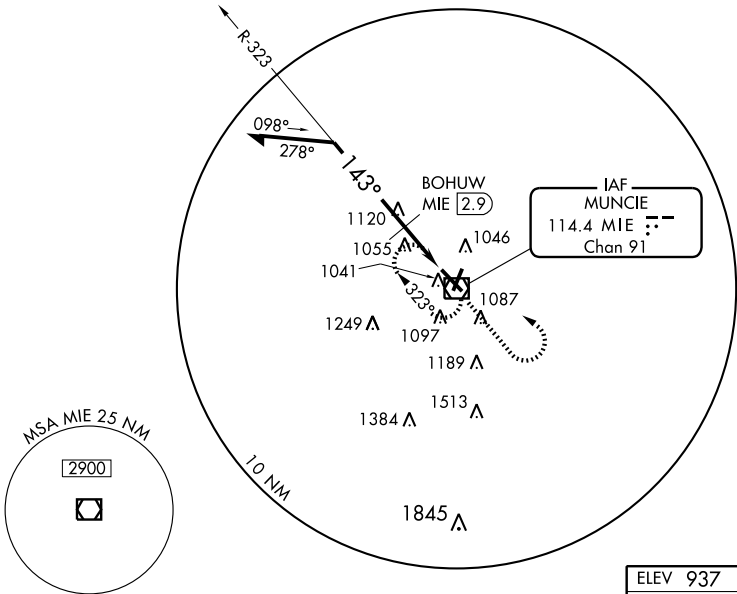
VOR/DME MIE	APP CRS	Rwy Idg	6500
114.4	143°	TDZE	933
Chan 91		Apt Elev	937

MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

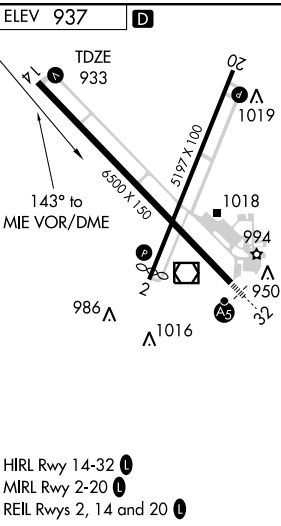
**▼** If local altimeter setting not received, use Fort Wayne  
**▲** Intl altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2600 then  
left turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) 379.8	121.9	122.95



CATEGORY	A	B	C	D
S-14	1480-1 547 (600-1)		1480-1½ 547 (600-1½)	1480-1¾ 547 (600-1¾)
CIRCLING	1480-1 543 (600-1)		1480-1½ 543 (600-1½)	1520-2 563 (600-2)
BOHUW FIX MINIMUMS				
S-14	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1520-2 563 (600-2)



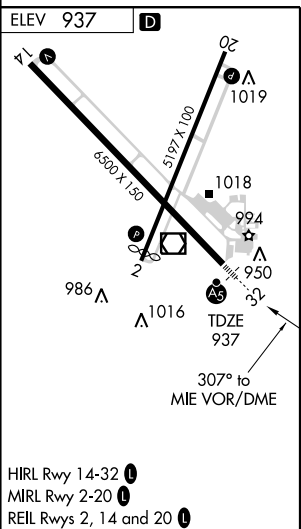
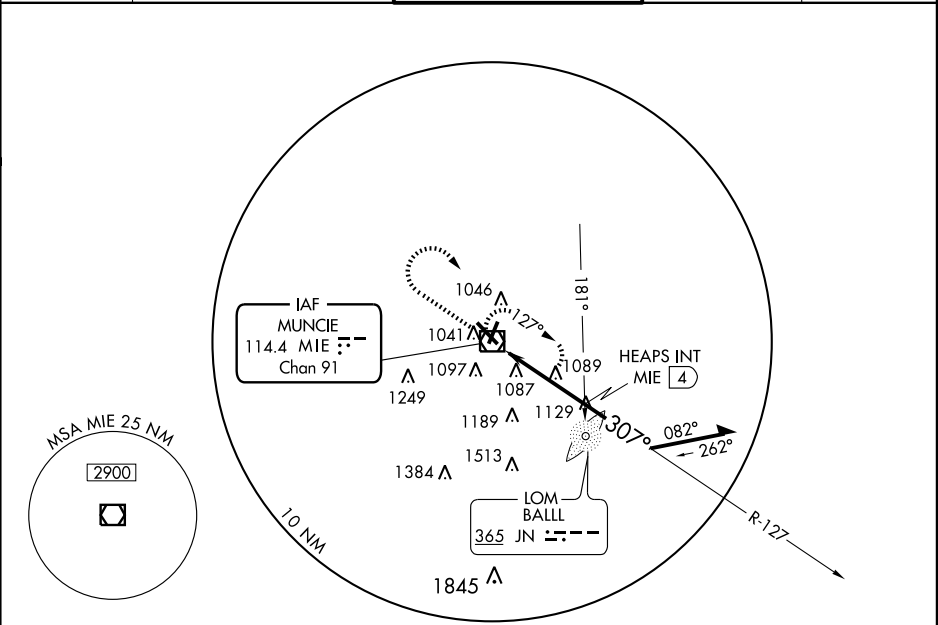
VOR RWY 32

VOR/DME MIE 114.4 Chan 91	APP CRS 307°	Rwy Idg TDZE Apt Elev	6500 937 937
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MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

<p>▼ If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply to Cats C and D. For inoperative MALSR, increase S-32 Cats A and B visibility to 1 mile. DME or ADF REQUIRED.</p> <p>▲</p>	<p>MALSR</p> <p>AS</p>	<p>MISSED APPROACH: Climb to 2700 then right turn direct MIE VOR/DME and hold.</p>
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ATIS 133.25	INDIANAPOLIS CENTER 120.65 317.8	MUNCIE TOWER ★ 120.1(CTAF) 379.8	GND CON 121.9	UNICOM 122.95
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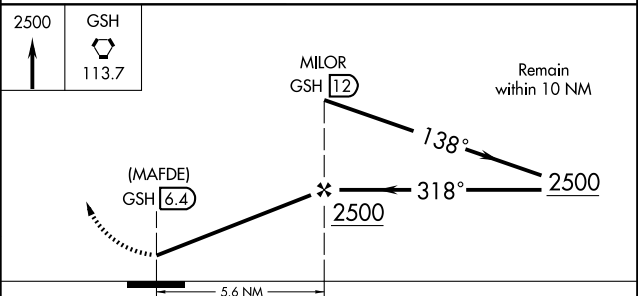
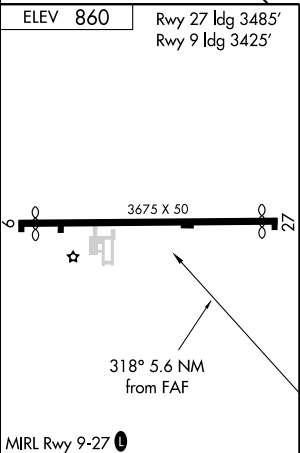
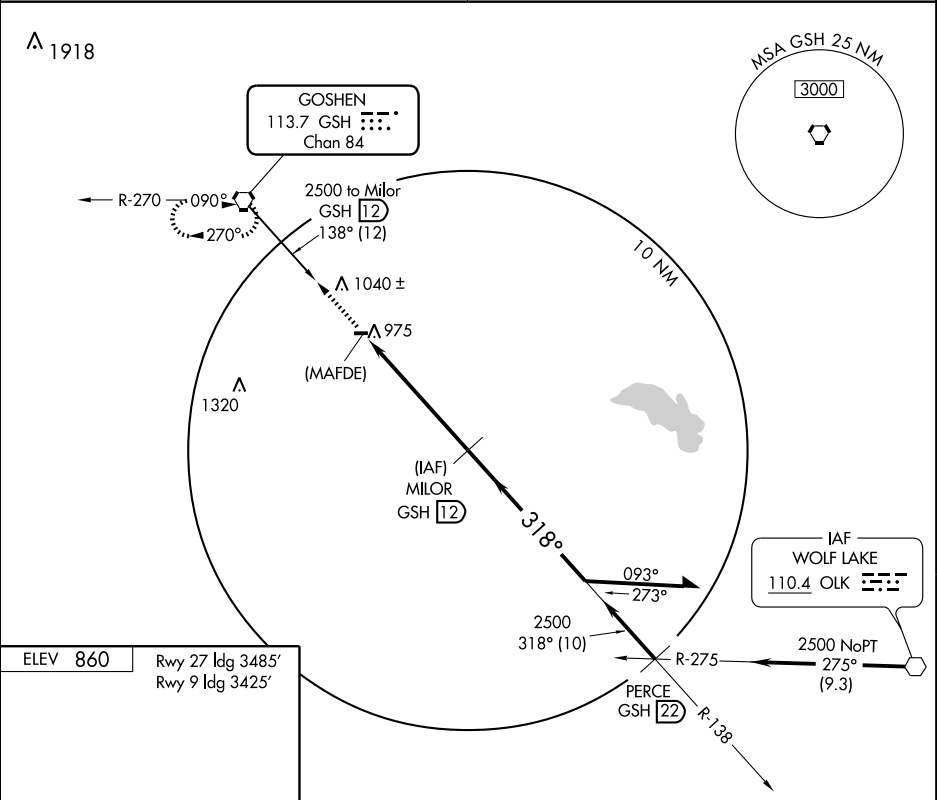
2700	MIE 114.4	VOR/DME	127°	307°	2700	2300	Remain within 10 NM
			MIE 1.2	HEAPS INT MIE 4			
			3.26°	TCH 50			
			0.2 NM	1 NM			
CATEGORY	A	B	C	D			
S-32	1340-3/4	403 (500-3/4)	1340-1 1/4	403 (500-1 1/4)			
CIRCLING	1400-1	463 (500-1)	1400-1 1/2	1500-2			
			463 (500-1 1/2)	563 (600-2)			



VORTAC GSH 113.7 Chan 84	APP CRS 318°	Rwy Idg TDZE Apt Elev	N/A N/A 860
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VOR/DME or GPS-A  
NAPPANEE MUNI (C03)

<div><div>▼</div><div>NA</div></div> <div>Use South Bend altimeter setting.</div>	MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.
SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 122.8 (CTAF)



MIRL Rwy 9-27						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	
Min:Sec										

VORTAC GSH <b>113.7</b> Chan <b>84</b>	APP CRS <b>138°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>860</b>
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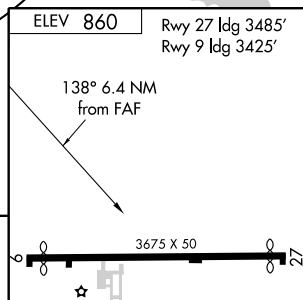
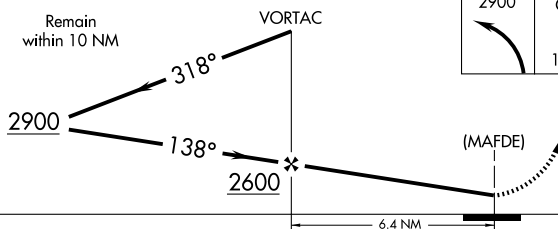
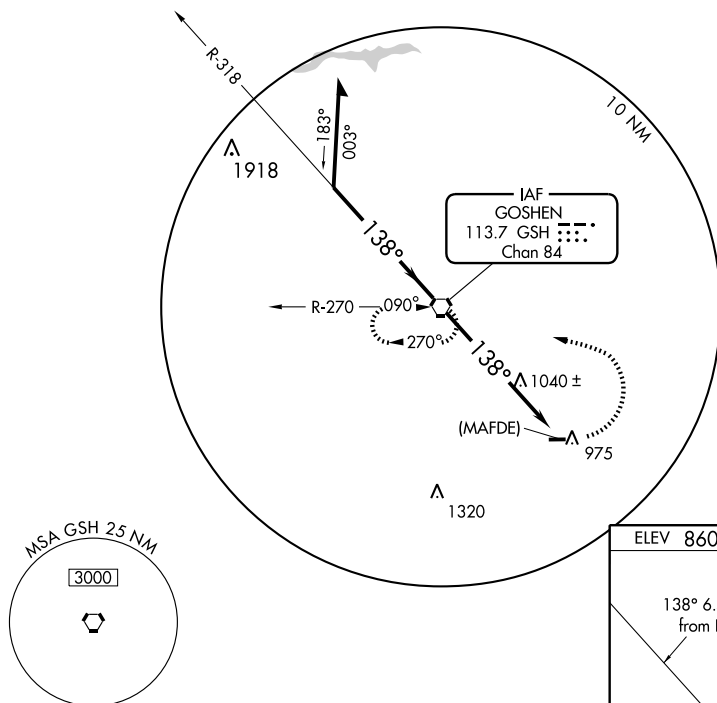
VOR or GPS-B  
NAPPANEE MUNI (C03)

**T**  
**A** NA Use South Bend altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2900 direct to GSH VORTAC and hold.

**SOUTH BEND APP CON ★**  
**132.05 257.8**

UNICOM  
122.8 (CTAF)

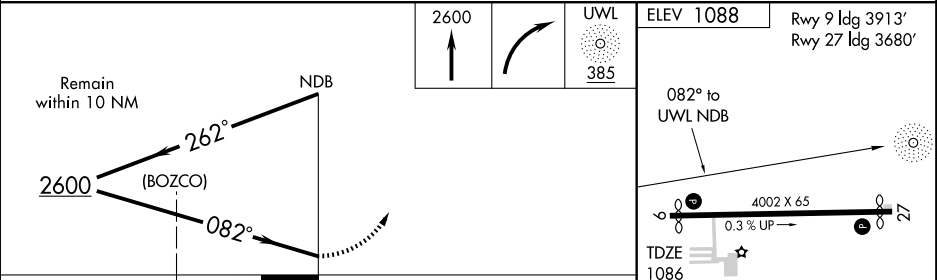
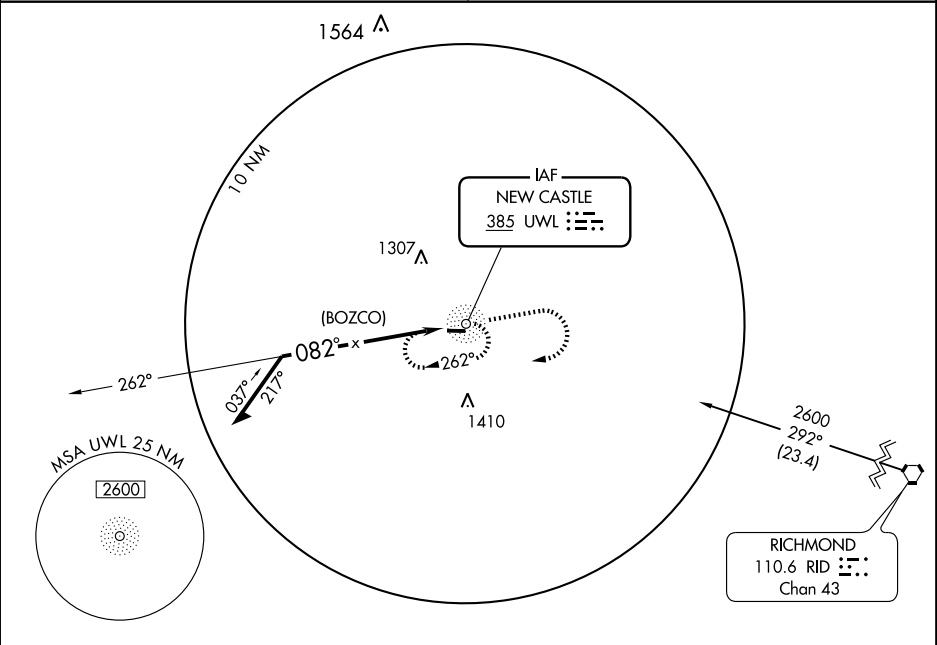
MIRL Rwy 9-27 **L**

CATEGORY	A	B	C	D	FAF to MAP 6.4 NM					
CIRCLING	1400-1	1420-1	NA		Knots	60	90	120	150	180
	540 (600-1)	560 (600-1)			Min:Sec	6:24	4:16	3:12	2:34	2:08

NDB UWL	APP CRS	Rwy Idg	3913
385	082°	TDZE	1086
		Apt Elev	1088

NDB or GPS RWY 9  
NEW CASTLE-HENRY COUNTY MUNI (UWL)

▲ NA	Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.	MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.
INDIANAPOLIS APP CON 135.45 317.8		UNICOM 123.05 (CTAF) 0



CATEGORY	A	B	C	D
S-9	1620-1 534 (600-1)		1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1 532 (600-1)		1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1 674 (700-1)		1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1 672 (700-1)		1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

ELEV 1088

Rwy 9 Idg 3913'

Rwy 27 Idg 3680'

082° to UWL NDB

4002 X 65

0.3 % UP

TDZE 1086

MIRL Rwy 9-27

REIL Rws 9 and 27

Knots	60	90	120	150	180
Min:Sec					

NDB UWL	APP CRS	Rwy Idg	<b>3680</b>
<b><u>385</u></b>	<b>292°</b>	TDZE	<b>1087</b>
		Apt Elev	<b>1088</b>

NDB RWY 27

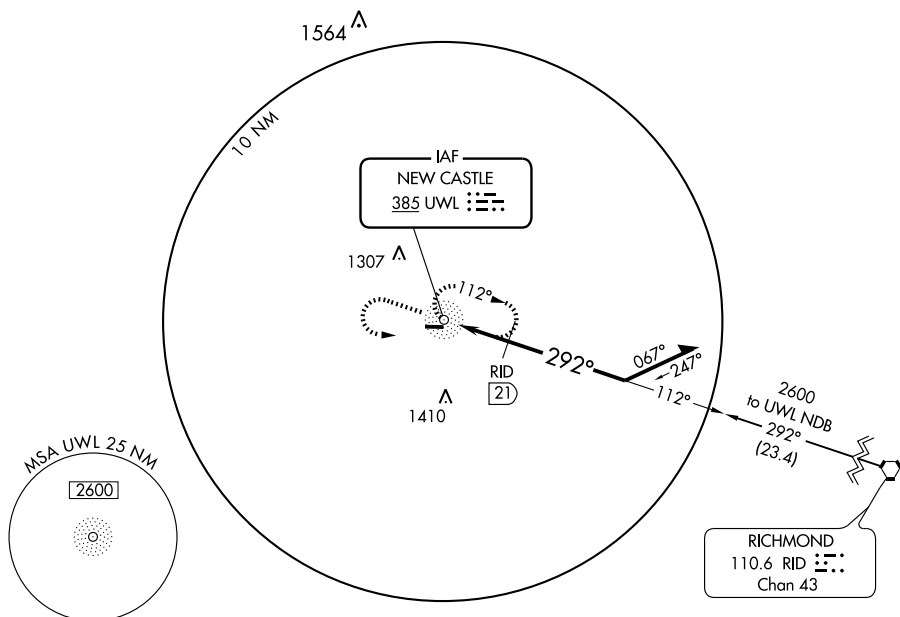
NEW CASTLE-HENRY COUNTY MUNI (UWL)

**A NA**

Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting, increase all MDAs 160 feet and Cat C and D visibilities  $\frac{1}{2}$  mile.

**MISSED APPROACH:** Climb to 2600 then left turn direct UWL NDB and hold.

INDIANAPOLIS APP CON  
135.45 317.8

UNICOM  
123.05 (CTAF) **L**

EC-2, 22 OCT 2009 to 19 NOV 2009

ELEV 1088

Rwy 9 ldg 3913'  
Rwy 27 ldg 3680'

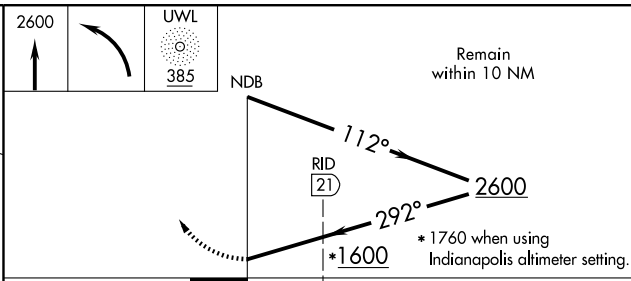
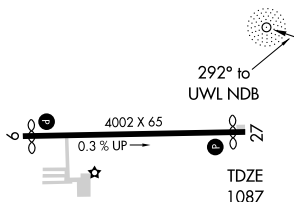
2600



UW

295

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-27	1600-1	513 (600-1)	1600-1½ 513 (600-1½)	1600-1¾ 513 (600-1¾)
CIRCLING	1600-1	512 (600-1)	1600-1½ 512 (600-1½)	1640-2 552 (600-2)
DME MINIMUMS				
S-27	1540-1	453 (500-1)	1540-1¼ 453 (500-1¼)	1540-1½ 453 (500-1½)
CIRCLING	1540-1	452 (500-1)	1540-1½ 452 (500-1½)	1640-2 552 (600-2)

MIRL Rwy 9-27 **L**  
REIL Rwy 9 and 27 **L**

Knots	60	90	120	150	180
Min:Sec					

VORTAC RID  
110.6  
Chan 43

APP CRS  
291°

Rwy Idg 3680  
TDZE 1087  
Apt Elev 1088

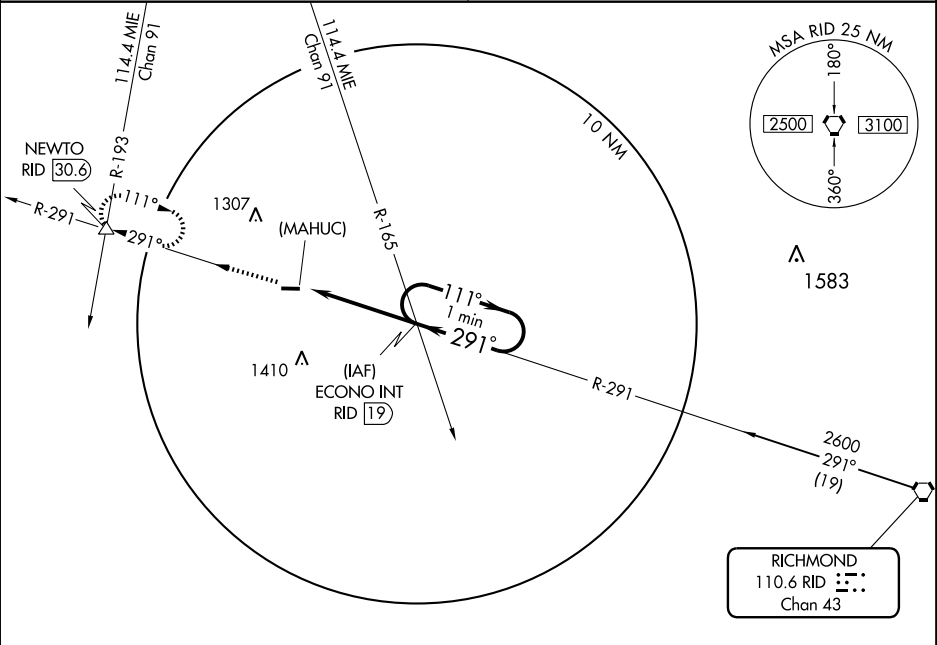
VOR or GPS RWY 27  
NEW CASTLE-HENRY COUNTY MUNI (UWL)

▲ NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

MISSED APPROACH: Climb to 3000 via RID R-291 to NEWTO Int and hold.

INDIANAPOLIS APP CON  
135.45 317.8

UNICOM  
123.05 (CTAF) 0



ELEV 1088

Rwy 9 Idg 3913'  
Rwy 27 Idg 3680'

3000  
RID R-291 110.6  
NEWTO ▲

One Minute Holding Pattern

291° 4.4 NM from FAF

4002 X 65  
0.3% UP  
TDZE 1087

291° 4.4 NM

ECONO INT RID 19

(MAHUC) RID 23.4

111° 2600

291°

CATEGORY	A	B	C	D
S-27	1560-1 473 (500-1)	1560-1¼ 473 (500-1¼)	1560-1½ 473 (500-1½)	1560-1¾ 473 (500-1¾)
CIRCLING	1560-1 472 (500-1)	1560-1¼ 472 (500-1¼)	1560-1½ 472 (500-1½)	1640-2 552 (600-2)

INDIANAPOLIS ALTIMETER SETTING

S-27	1700-1 613 (700-1)	1700-1¼ 613 (700-1¼)	1700-1½ 613 (700-1½)	1700-1¾ 613 (700-1¾)
CIRCLING	1700-1 612 (700-1)	1700-1¼ 612 (700-1¼)	1700-1½ 612 (700-1½)	1700-2 612 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

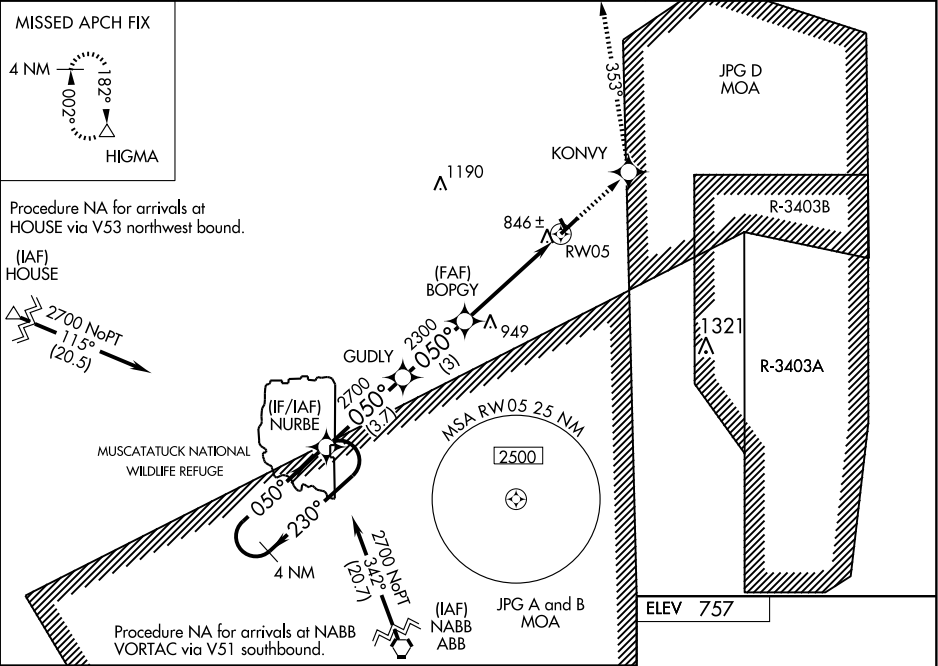
MIRL Rwy 9-27 0  
REIL Rwy 9 and 27 0

WAAS CH <b>70713</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>5002</b> <b>757</b> <b>757</b>
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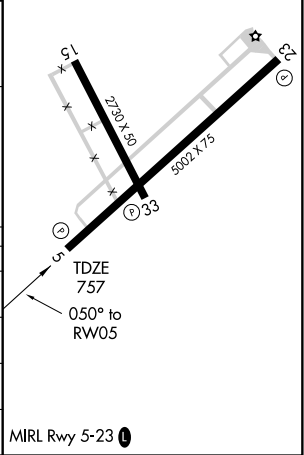
RNAV (GPS) RWY 5  
NORTH VERNON (OV0)

<p>▼</p> <p>▲ NA</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Shelbyville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2800 direct KONVY and via track 353° to HIGMA and hold.</p>
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AWOS-3 <b>120.625</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.7 (CTAF) 1</b>
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4 NM Holding Pattern	NURBE	GUDLY	KONVY	TRK 353°	HIGMA
			2800	▲	▲
			BOPGY		
			*1.3 NM to RW05		
			RW05		
			2300		
			3.7 NM	3 NM	3.4 NM
			1.3 NM		
CATEGORY	A	B	C	D	
LPV DA	1091-1¼	334 (400-1¼)		NA	
LNAV/VNAV DA	1116-1¼	359 (400-1¼)		NA	
LNAV MDA	1200-1	443 (500-1)	1200-1¼ 443 (500-1¼)	NA	
CIRCLING	1200-1 443 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA	



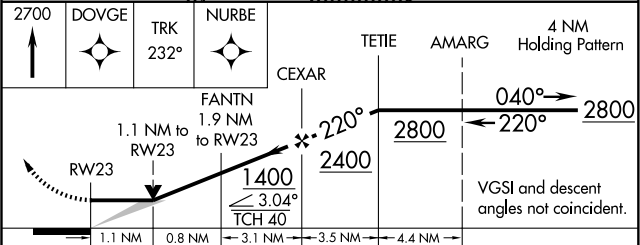
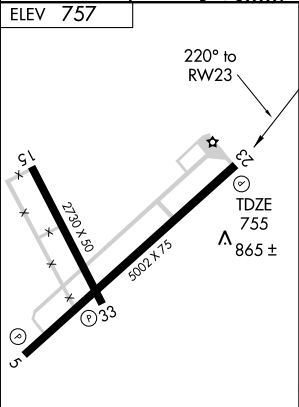
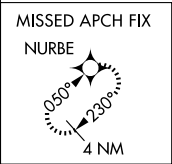
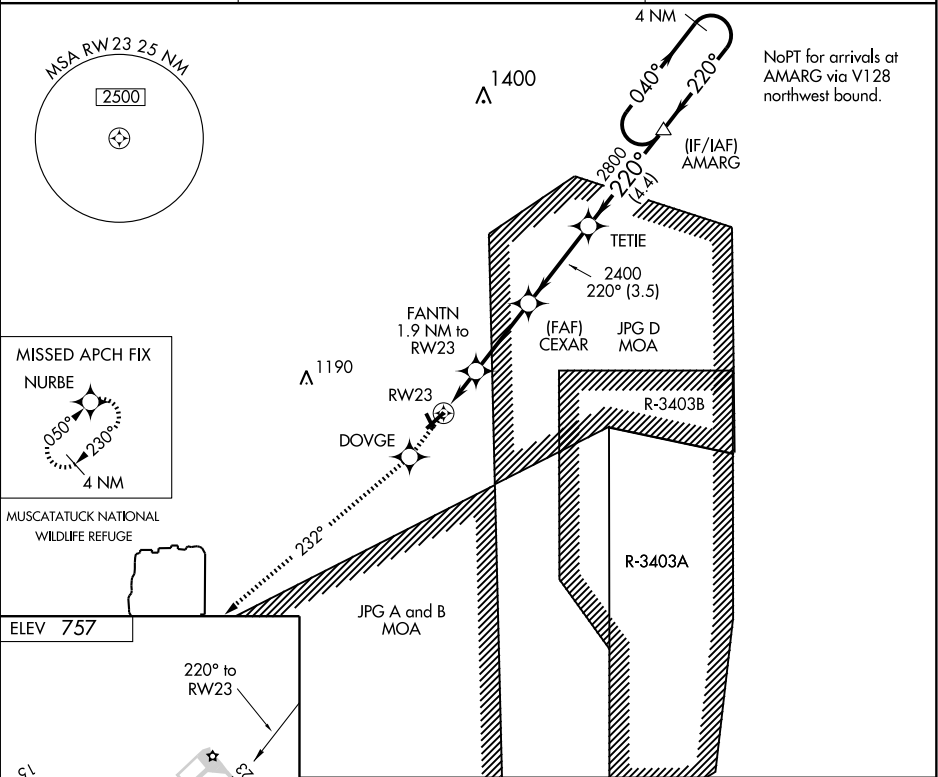
APP CRS	Rwy Idg	5002
220°	TDZE	755
	Apt Elev	757

# RNAV (GPS) Y RWY 23

NORTH VERNON (OV0)

<p><b>▼</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile. <b>▲</b> NA VDP NA when using Shelbyville altimeter setting.</p>	<p>MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.</p>
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AWOS-3 120.625	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.7 (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1120-1	365 (400-1)		NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA



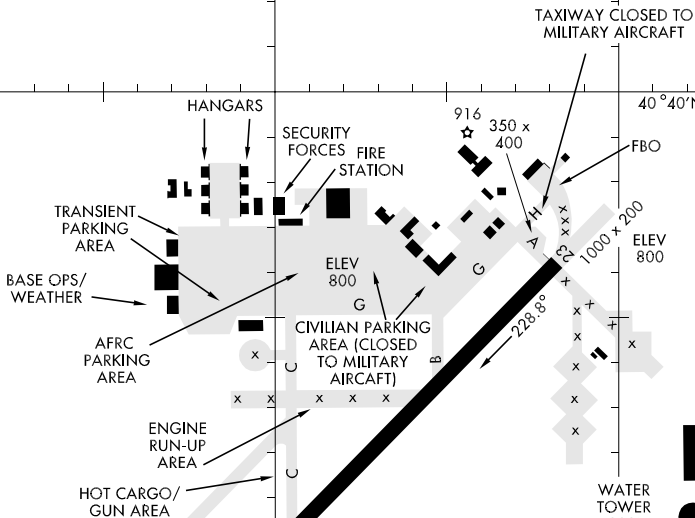


# AIRPORT DIAGRAM

AFD-470 [USAF]

PERU, INDIANA

ATIS 108.45 270.8 ★  
 GRISSOM TOWER  
 133.7 290.45  
 GND CON  
 128.425 275.8  
 CLNC DEL  
 120.0 324.3



EC-2, 22 OCT 2009 to 19 NOV 2009

Rwy 5-23  
 PCN 67 R/B/W/T

AUGUST 2009  
 ANNUAL RATE OF CHANGE  
 0.1° W

# AIRPORT DIAGRAM

PERU, INDIANA

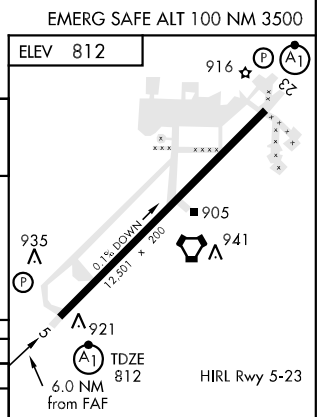
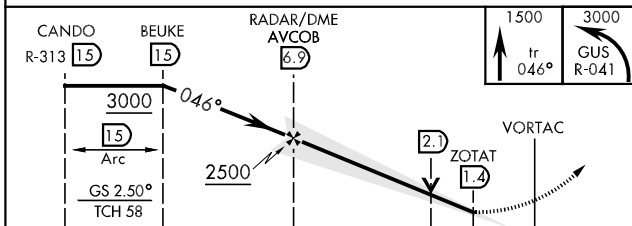
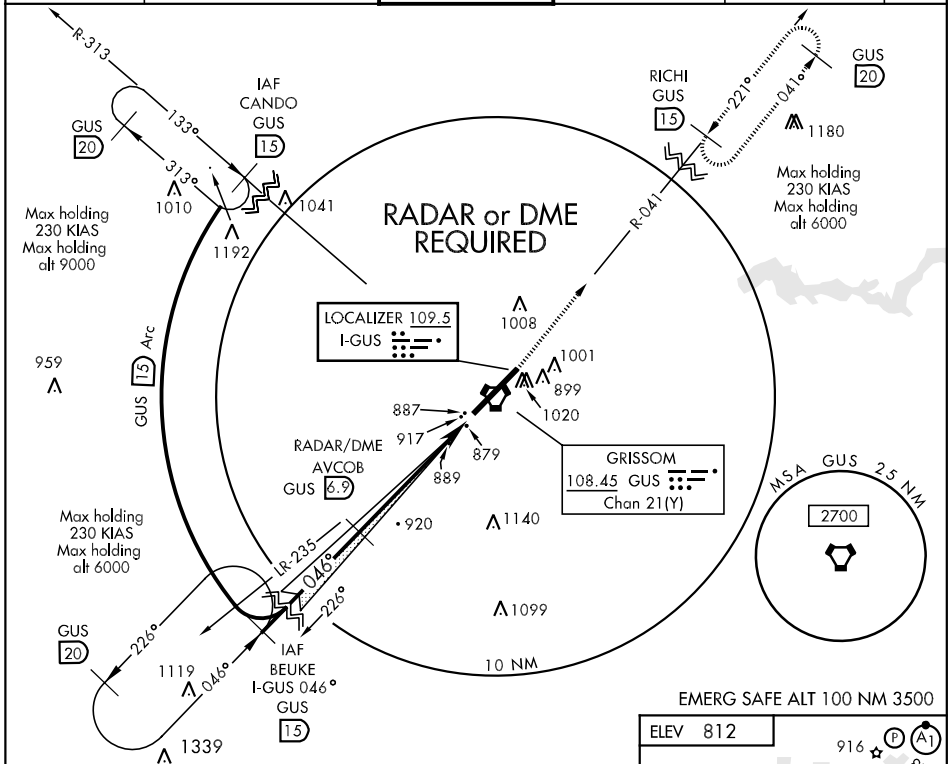
LOC I-GUS <u>109.5</u>	APCH CRS <u>046°</u>	Rwy Idg <b>12,501</b> TDZE <b>812</b> Arpt Elev <b>812</b>	AL-470 [USAF]	GRISSOM ARB (KGUS)
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\*When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.  
 \*\*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile,  
 CAT DE RVR to 60 and vis to  $1\frac{1}{4}$  miles.



**MISSED APPROACH:** Climb to 3000, on track 046°, passing 1500 turn left intercept GUS R-041 to RICH and hold.

ATIS ★ 108.45 270.8	GRISSEM APP CON 121.05 379.3	GRISSEM TOWER ★ 133.7 290.45	GND CON 128.425 275.8	CLNC DEL 120.0 324.3	ASR



CATEGORY	A	B	C	D	E
S-ILS 5 *	1012/24		200	(200-½)	
S-LOC 5 **	1180/24 368 (400-½)		1180/40	368	(400-¾)
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2½ 628 (700-2½)
S-ASR 5 **	1180/24 368 (400-½)		1180/40	368	(400-¾)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

LOC I-RSM <b><u>109.5</u></b>	APCH CRS <b>226°</b>	Rwy Idg <b>12,501</b> TDZE <b>800</b> Arpt Elev <b>812</b>
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AL-470 [USAF]

GRISSOM ARB (KGUS)

\* When ALS inop, increase RVR to 40 and vis to  $\frac{3}{4}$  mile.

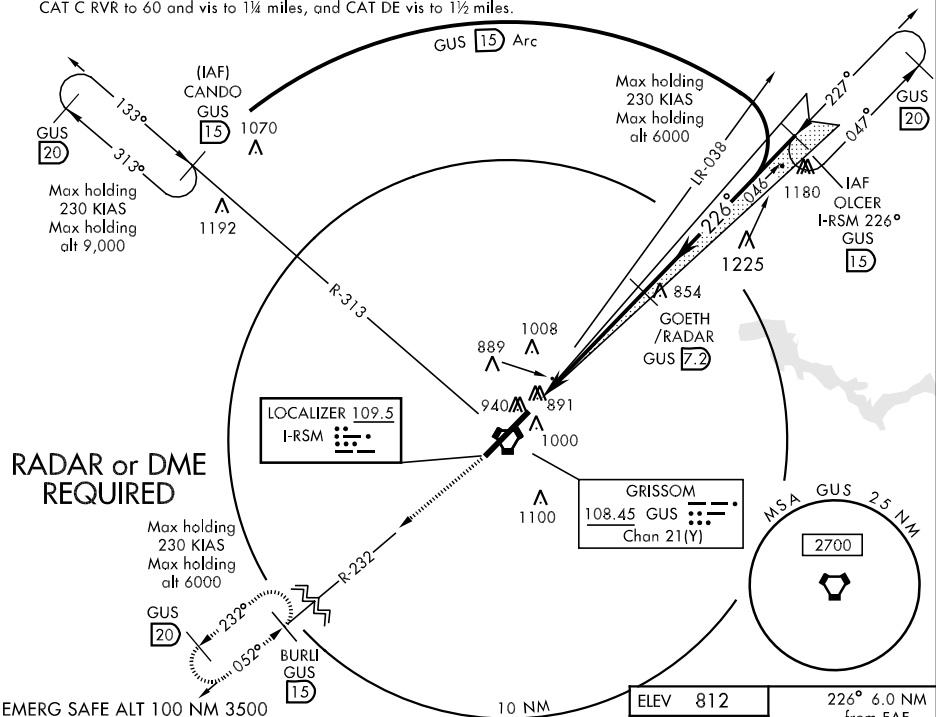
**\*\* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.**

ALSF-1

**MISSED APPROACH:** Climb to 3000 on track 226°, passing 1300 turn right to intercept GUS R-232 to BURLI (GUS R-232/15 DME) and hold.

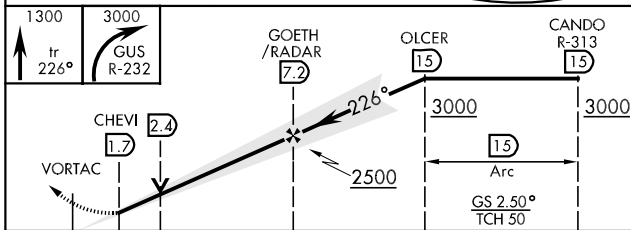
ATIS ★ 108.45 270.8	GRISOM APP CON 121.05 379.3	GRISOM TOWER ★ 133.7 290.45	GND CON 128.425 275.8	CLNC DEL 120.0 324.3	ASR
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\*\*\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, and CAT DE vis to 1½ miles.

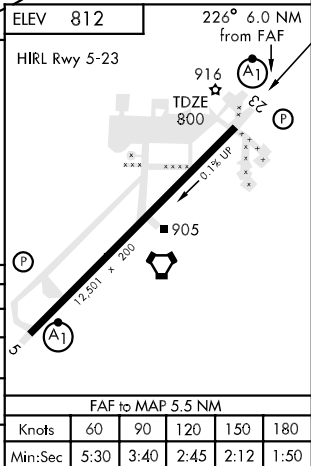


RADAR or DME  
REQUIRED

EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-ILS 23 *	1000/24		200	(200-½)	
S-LOC 23 **	1180/24 380 (400-½)		1180/40 380 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 ***	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	



APCH CRS **046°** Rwy Ldg **12,501**  
TDZE **812**  
Arpt Elev **812**

AL-470 [USAF]

GRISSOM ARB (KGUS)

\* When ALS inop, increase CAT ABC RVR to 50 and  
vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1



MISSED APPROACH: Climb to 3000 direct RLOE and hold.

ATIS ★  
**108.45 270.8**

GRISSOM APP CON  
**121.05 379.3**

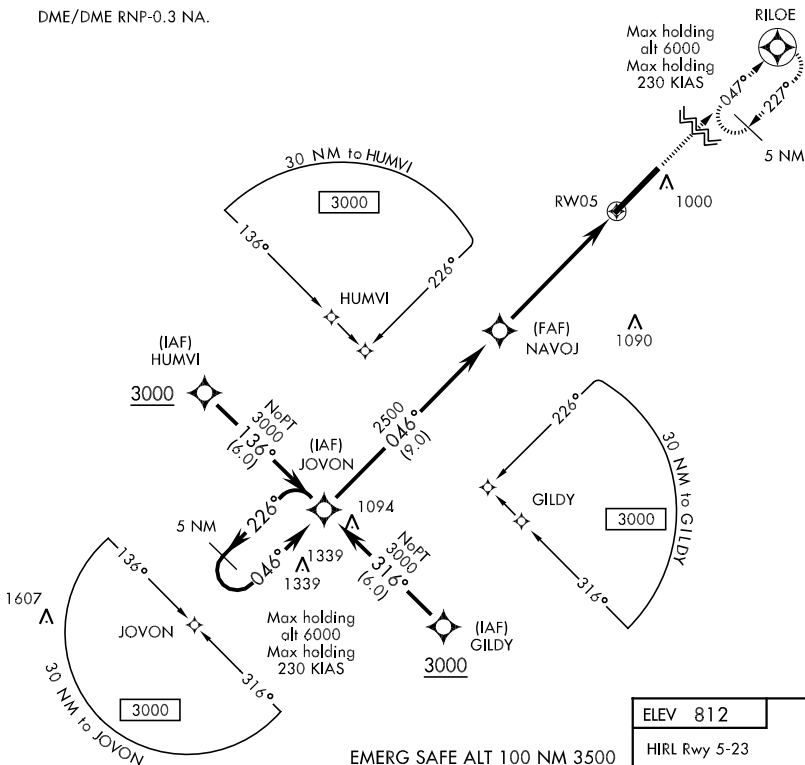
GRISSOM TOWER ★  
**133.7 290.45**

GND CON  
**128.425 275.8**

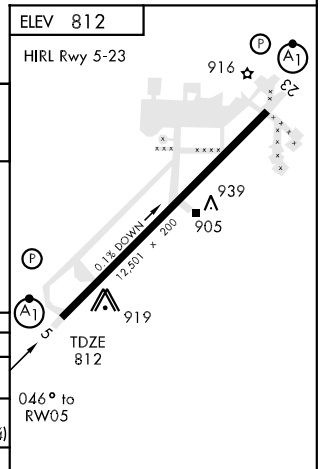
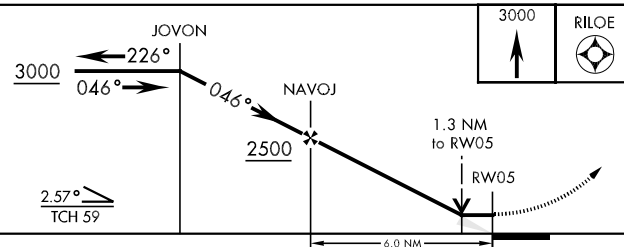
CLNC DEL  
**120.0 324.3**

ASR

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500



APCH CRS **226°** Rwy Idg **12,501**  
 TDZE **800**  
 Arpt Elev **812**

AL-470 [USAF]

GRISSOM ARB (KGUS)

\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALS-1



MISSED APPROACH: Climb to 3000 direct JOVON and hold.

ATIS ★  
**108.45 270.8**

GRISSOM APP CON  
**121.05 379.3**

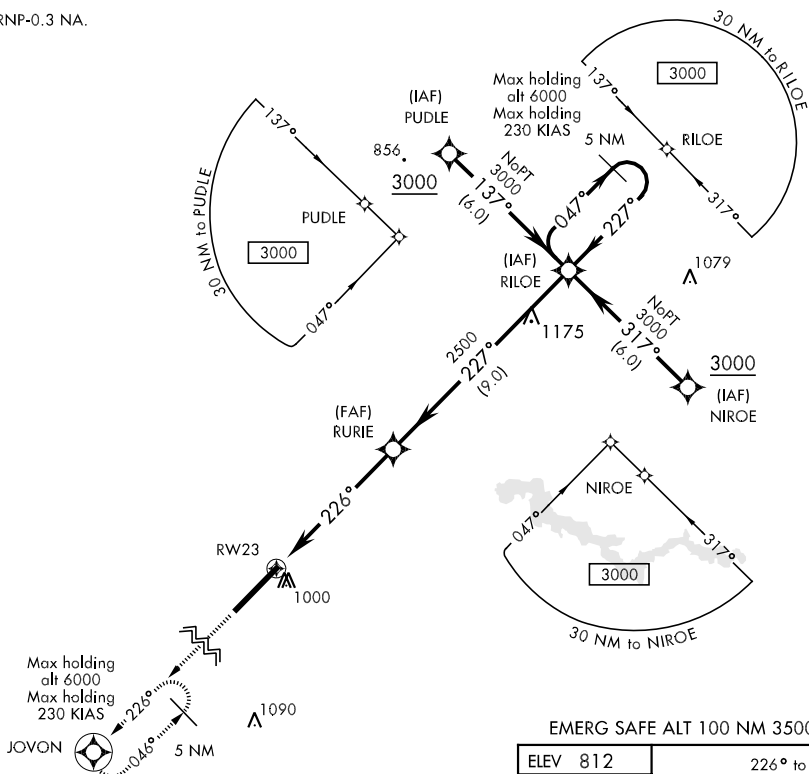
GRISSOM TOWER ★  
**133.7 290.45**

GND CON  
**128.425 275.8**

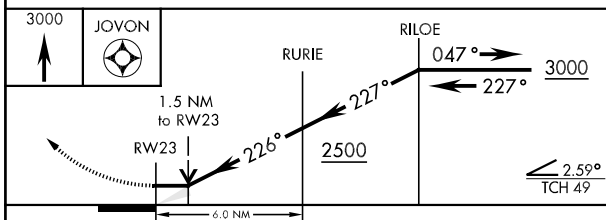
CLNC DEL  
**120.0 324.3**

ASR

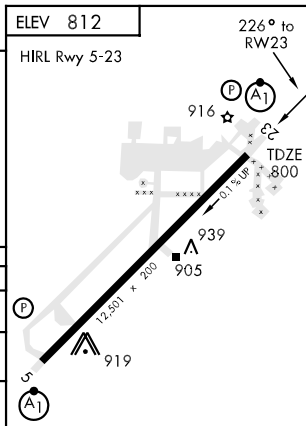
DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
LNAV MDA ★	1240/24 440 (500-½)		1240/40 440 (500-¾)	1240/50 440 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 ★	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	



VORTAC GUS  
**108.45**  
Chan **21 (Y)**

APCH CRS  
052°

Rwy Idg	12,501
TDZE	812
Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

\*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1



**MISSED APPROACH:** Climb to 3000  
direct GUS VORTAC, out R-041  
to RICH and hold.

ATIS ★  
108.45 270.8

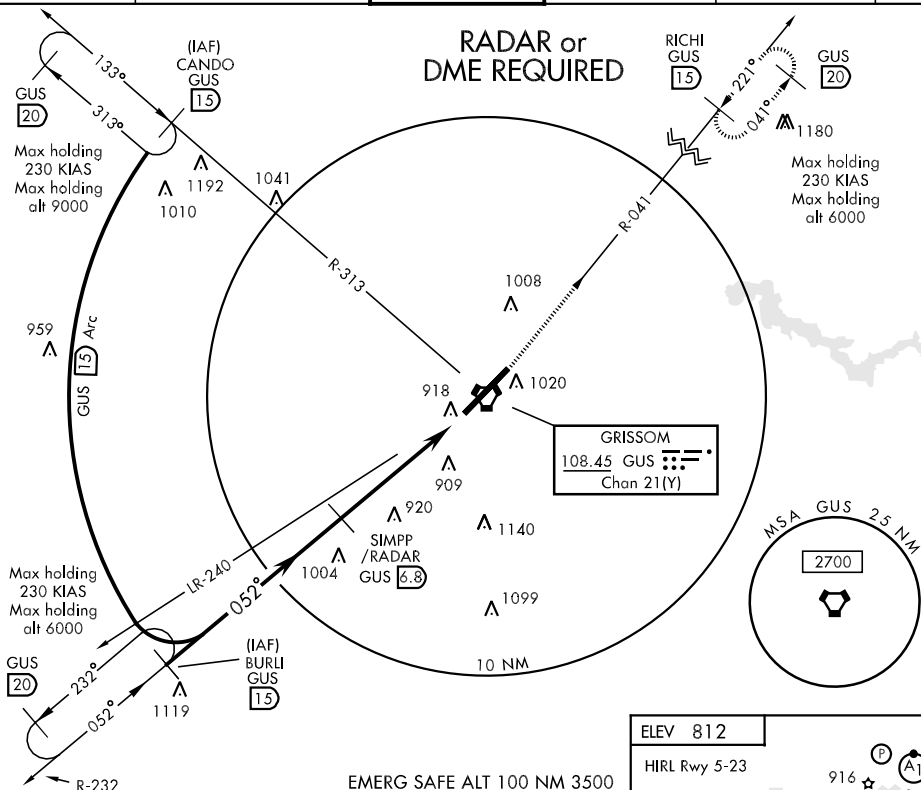
GRISSOM APP CON  
121.05 379.3

GRISSOM TOWER ★  
133.7 290.45

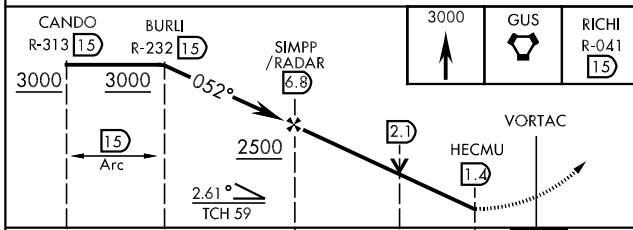
GND CON  
128.425 275.8

CLNC DEL  
**120.0 324.3**

ASR



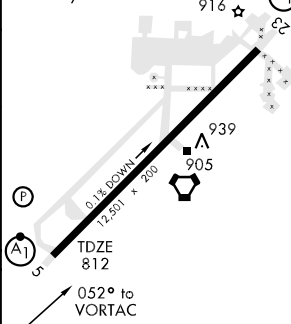
EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-TAC/ VOR 5 *	1180/24	368 (400-½)	1180/40	368 (400-¾)	
CIRCLING	1340-1	528 (600-1)	1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5 *	1180/24	368 (400-½)	1180/40	368 (400-¾)	

ELEV 812

HJRL Rwy 5-23



FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:44

VORTAC GUS  
**108.45**  
Chan **21 (Y)**

APCH CRS  
**221°**

Rwy Idg	12,501
TDZE	800
Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

\* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

**MISSED APPROACH:** Climb to 3000 direct GUS VORTAC, out R-232 to BURL and hold.

ATIS ★  
108.45 270.8

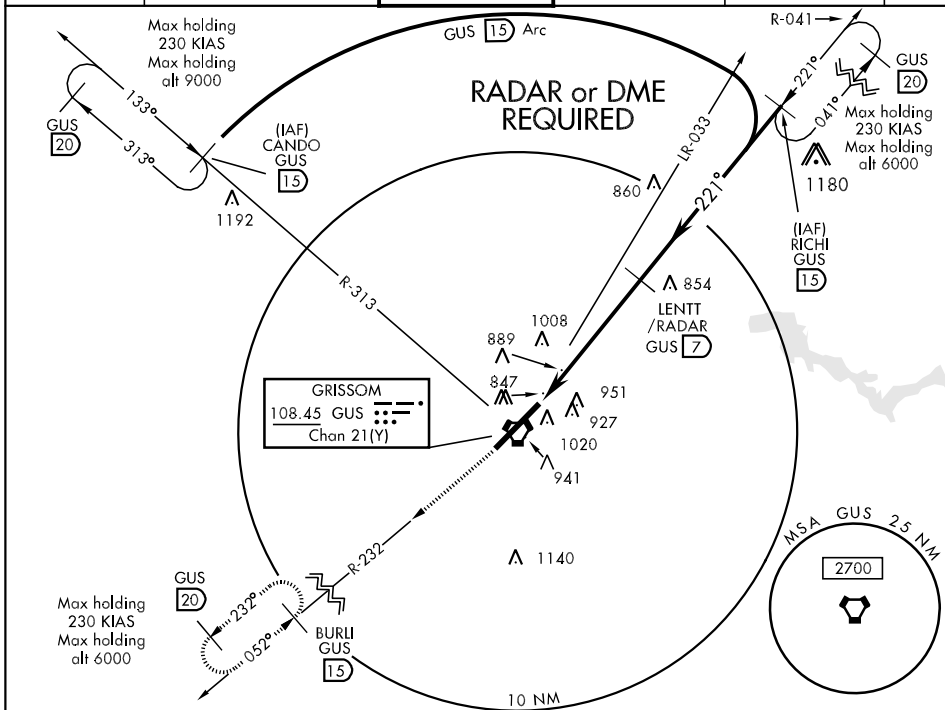
GRISSOM APP CON  
121.05 379.3

GRISSOM TOWER ★  
133.7 290.45

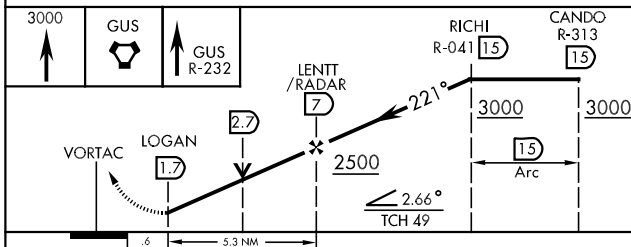
GND CON  
128.425 275.8

CLNC DEL  
**120.0 324.3**

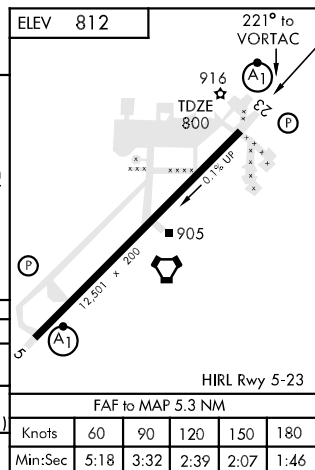
ASR



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-TAC/ VOR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	



VORTAC GUS <b>108.45</b> Chan <b>21(Y)</b>	APCH CRS <b>052°</b>	Rwy Idg <b>12,501</b> TDZE Arpt Elev <b>812</b>
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AL-470 [USAF]

GRISSOM ARB (KGUS)

\*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles.

ALSF-1



MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to JUNAN.

ATIS ★  
**108.45 270.8**

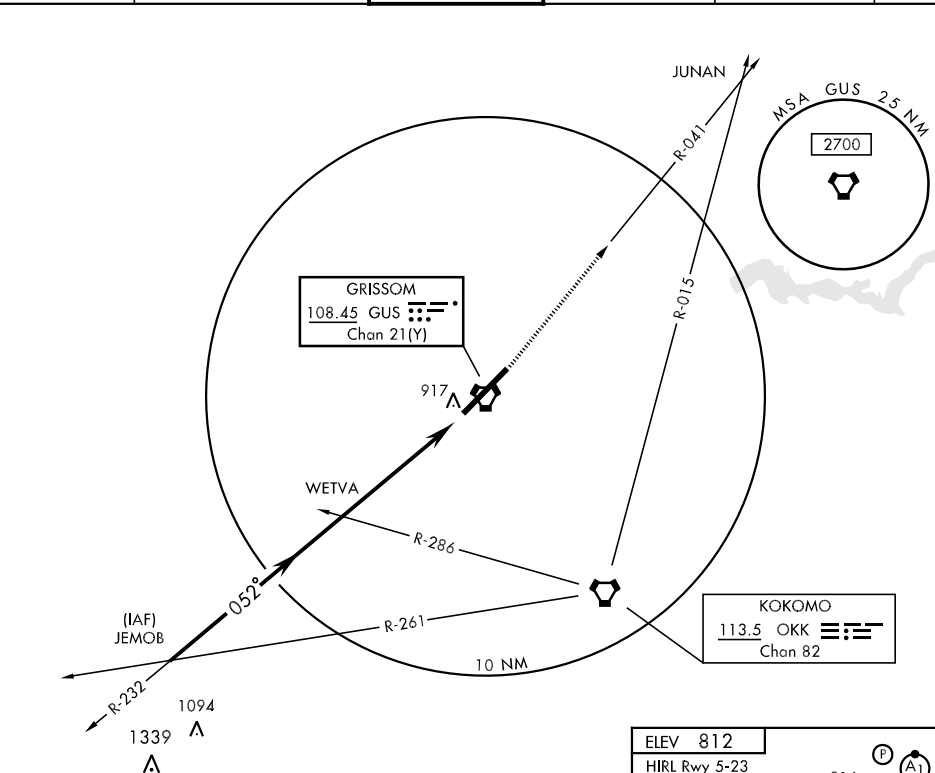
GRISSOM APP CON  
**121.05 379.3**

GRISSOM TOWER ★  
**133.7 290.45**

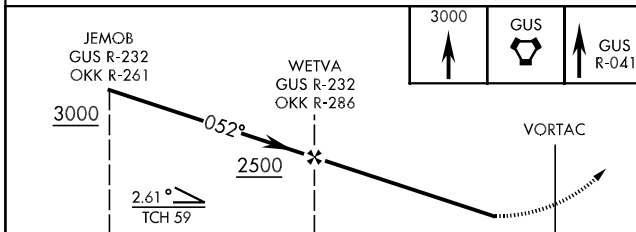
GND CON  
**128.425 275.8**

CLNC DEL  
**120.0 324.3**

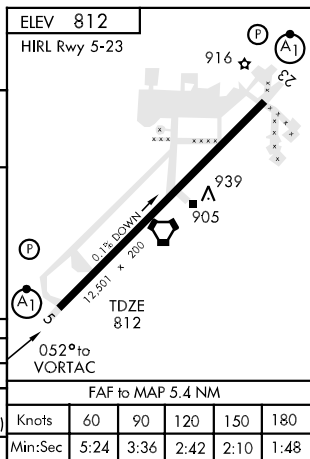
ASR



EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2½ 628 (700-2½)
S-ASR 5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		





VORTAC GUS <b>108.45</b> Chan <b>21(Y)</b>	APCH CRS <b>221°</b>	Rwy Idg <b>12,501</b> TDZE <b>800</b> Arpt Elev <b>812</b>
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AL-470 [USAF]

GRISSOM ARB (KGUS)

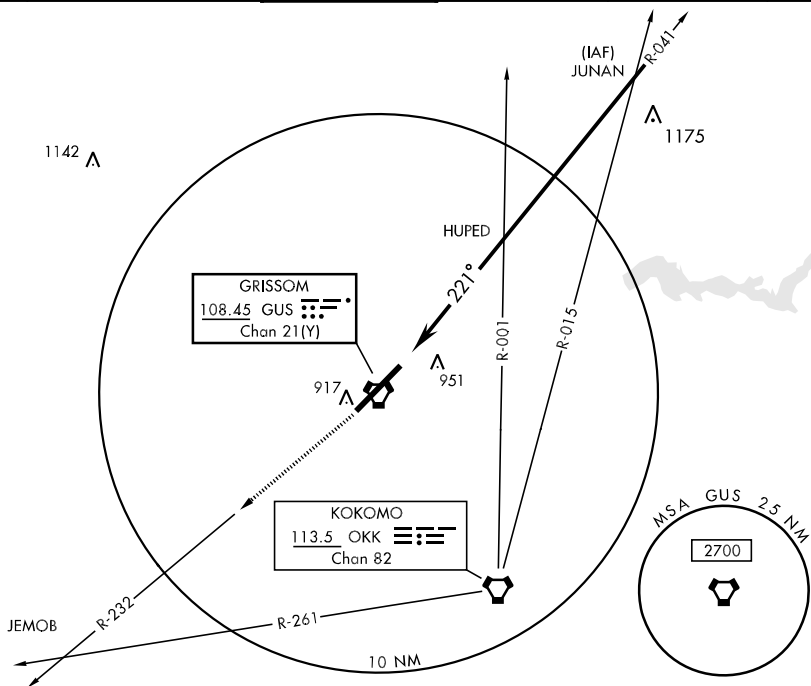
\*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

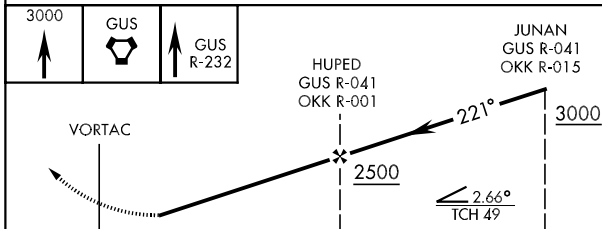


MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out GUS R-232 to JEMOB.

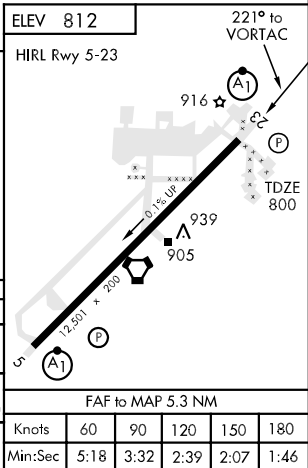
ATIS ★ <b>108.45 270.8</b>	GRISSOM APP CON <b>121.05 379.3</b>	GRISSOM TOWER ★ <b>133.7 290.45</b>	GND CON <b>128.425 275.8</b>	CLNC DEL <b>120.0 324.3</b>	ASR
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EMERG SAFE ALT 100 NM 3500



CATEGORY	A	B	C	D	E
S-23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	



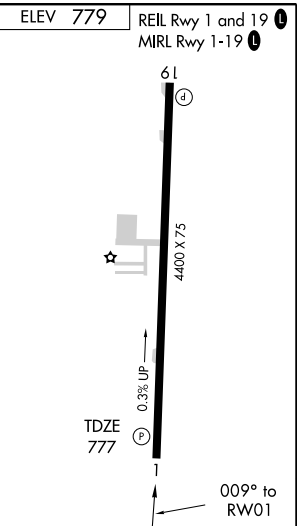
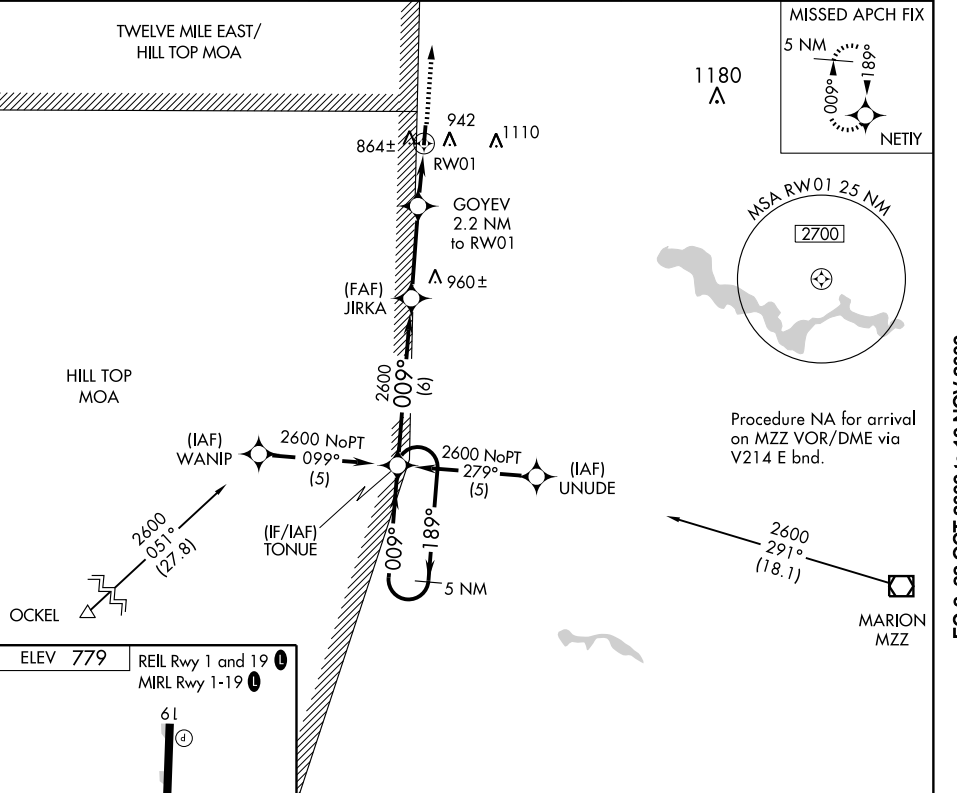
▼

▲ NA

DME/DME RNP-0.3 NA.  
Use Kokomo altimeter setting; if not received use  
Warsaw altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600  
direct NETIY and hold.

KOKOMO AWOS-3 113.5	GRISSEM APP CON * 121.05 379.3	UNICOM 122.8 (CTAF) 0
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5 NM Holding Pattern	TONUE		JIRKA		2600	NETIY
	← 189°		009° →		2600	
2600		2600		GOYEV 2.2 NM to RW01		
VGSI and descent angles not coincident.		3.05° TCH 47		1520		
6 NM		3.3 NM		2.2		
CATEGORY	A	B	C	D		
LNAV MDA	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)		
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)		



VORTAC OKK  
113.5  
Chan 82

APP CRS  
345°

Rwy Idg  
TDZE  
Apt Elev

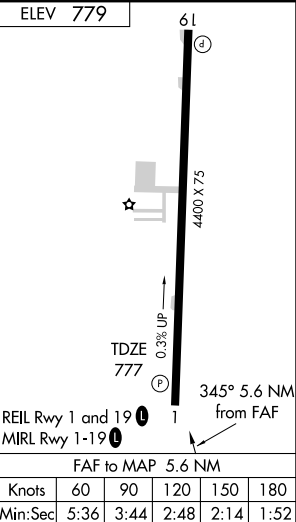
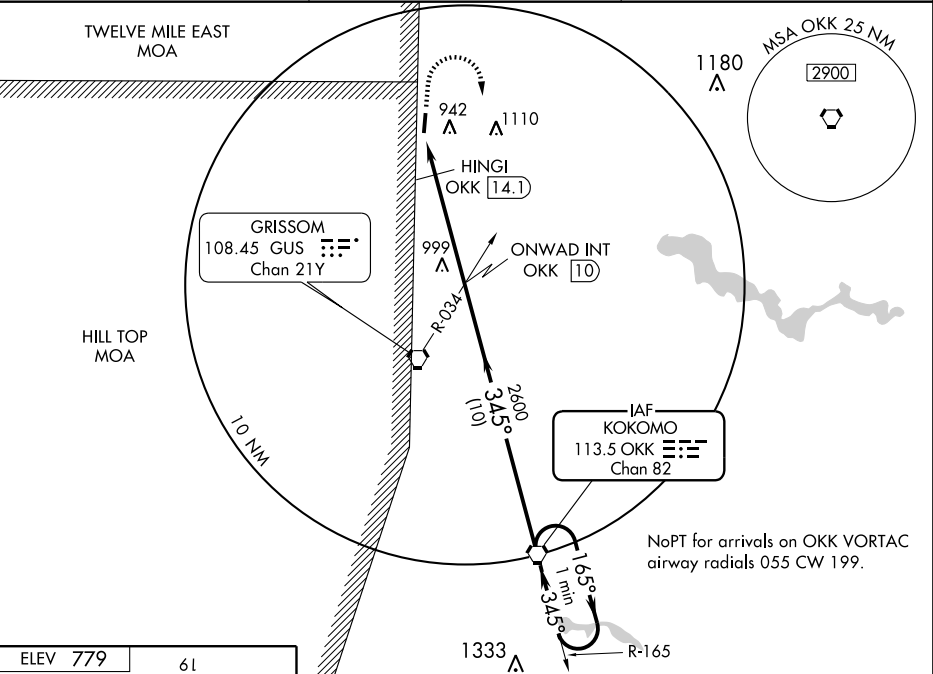
4400  
777  
779



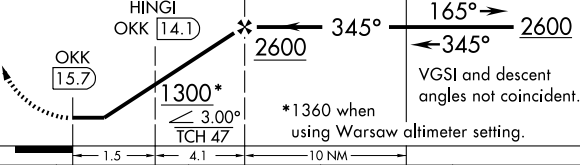
**NA**

Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

KOKOMO AWOS-3 113.5	GRISSOM APP CON * 121.05 379.3	UNICOM 122.8 (CTAF) 0
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1500 ↑	2600 	OKK  113.5	ONWAD INT OKK 10	VORTAC	One Minute Holding Pattern
					
CATEGORY	A	B	C	D	
S-1	1300-1	523 (600-1)	1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)	
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)	
HINGI DME FIX MINIMUMS					
S-1	1240-1	463 (500-1)	1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)	
CIRCLING	1300-1	521 (600-1)	1300-1½ 521 (600-1½)	1340-2 561 (600-2)	
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 22 OCT 2009 to 19 NOV 2009

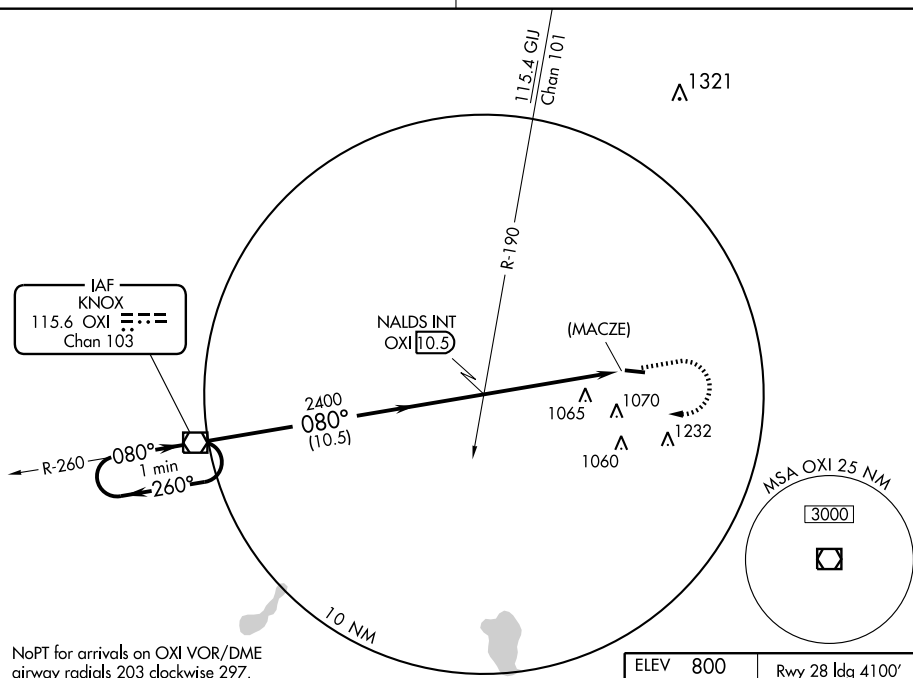
VOR/DME OXI <b>115.6</b> Chan <b>103</b>	APP CRS <b>080°</b>	Rwy Idg <b>4400</b> TDZE <b>796</b> Apt Elev <b>800</b>
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VOR or GPS RWY 10  
PLYMOUTH MUNI (C65)

<b>T</b>	Obtain local altimeter setting on CTAF; when not
<b>A</b> NA	received, use South Bend altimeter setting.

**MISSED APPROACH:** Climb to 2400 then right turn direct OXI VOR/DME and hold.

SOUTH BEND APP CON ★  
132.05 257.8

UNICOM  
122.8 (CTAF) **L**

NoPT for arrivals on OXI VOR/DME  
airway radials 203 clockwise 297.

ELEV 800	Rwy 28 ldg 4100'
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### One Minute Holding Pattern

VOR/DME

NALDS INT

2400

OXI

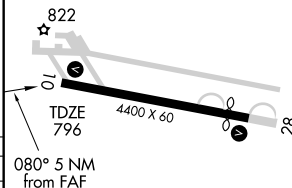
115.6

$$\frac{2400}{080^\circ} \xleftarrow{260^\circ} \quad \xrightarrow{080^\circ} \frac{080^\circ}{2400}$$

→  
2400

OXI 15.5

← 10.5 NM →



080° 5 NM  
from FAF

MIRL Rwy 10-28 **L**  
REIL Rwy 10 and 28 **L**

FAF to MAP 5 NM

CATEGORY	A	B	C	D
S-10	1340-1	544 (600-1)	1340-1½ 544 (600-1½)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-10	1380-1	584 (600-1)	1380-1½ 584 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR/DME OXI <b>115.6</b> Chan <b>103</b>	APP CRS <b>261°</b>	Rwy Idg <b>4100</b> TDZE <b>796</b> Apt Elev <b>800</b>
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VOR or GPS RWY 28  
PLYMOUTH MUNI (C65)

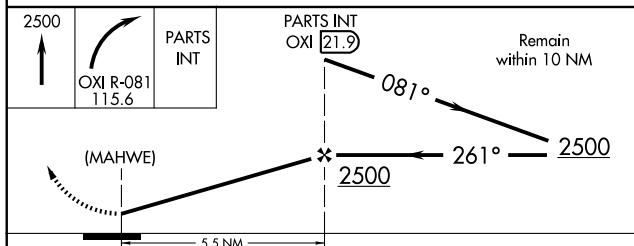
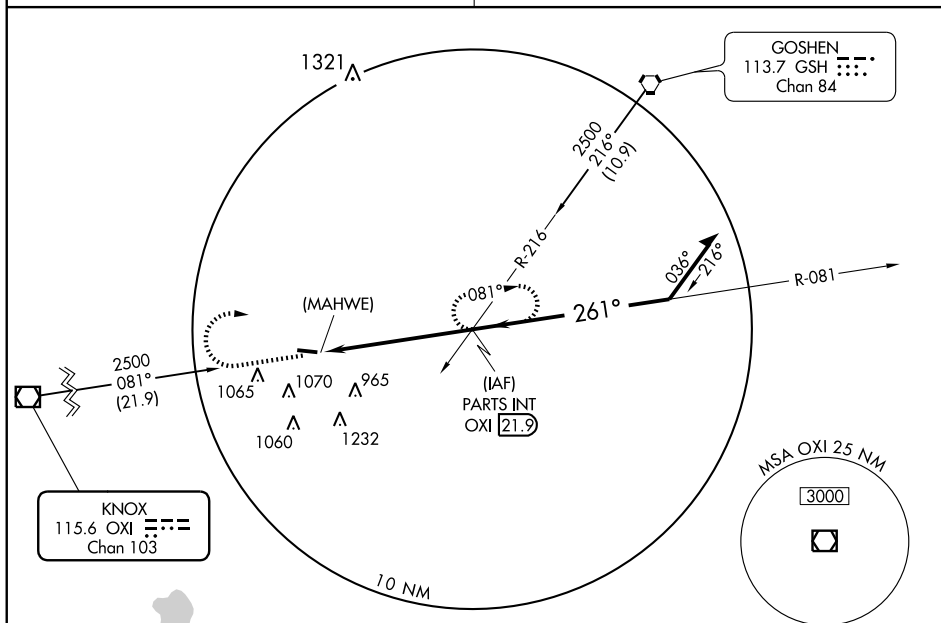
PLYMOUTH MUNI (C65)

**T** Obtain local altimeter setting on CTAF; when  
**A NA** not received, use South Bend altimeter setting.

**MISSED APPROACH:** Climb to 2500 then right turn via OXI R-081 to PARTS and hold.

SOUTH BEND APP CON ★  
132.05 257.8

UN|COM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-28	1280-1	484 (500-1)	1280-1 $\frac{1}{4}$ 484 (500-1 $\frac{1}{4}$ )	NA
CIRCLING	1340-1	544 (600-1)	1380-1 $\frac{1}{2}$ 584 (600-1 $\frac{1}{2}$ )	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-28	1320-1	524 (600-1)	1320-1 $\frac{1}{2}$ 524 (600-1 $\frac{1}{2}$ )	NA
CIRCLING	1380-1	584 (600-1)	1440-1 $\frac{3}{4}$ 644 (700-1 $\frac{3}{4}$ )	NA

MIRA Rwy 10-28					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

REIL Rwy 10 and 28					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

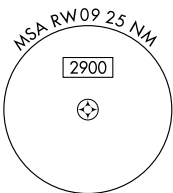
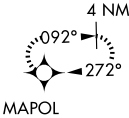
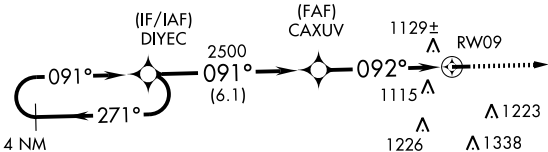
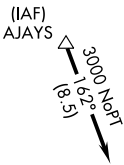
APP CRS	Rwy Idg	4002
092°	TDZE	923
	Apt Elev	926

RNAV (GPS) RWY 9  
PORTLAND MUNI (PLD)

<p><b>▼</b> DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.</p> <p><b>▲ NA</b></p>	<p>MISSED APPROACH: Climb to 3000 direct MAPOL and hold.</p>
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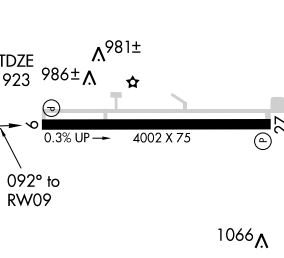
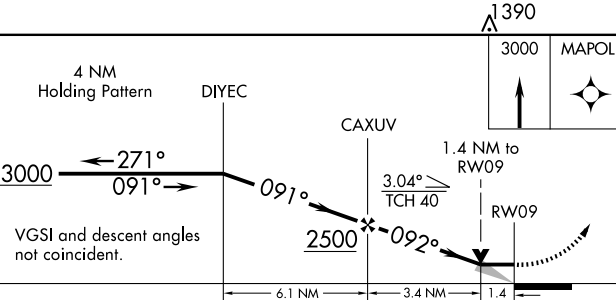
AWOS-3 118.45	FORT WAYNE APP CON 132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	UNICOM 122.8 (CTAF) 1
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Procedure NA for arrivals at  
AJAYS via V221 northbound.



Procedure NA for arrivals at  
FAXIG via V14 southwest bound.

ELEV 926	Rwy 18 Idg 1675'
	Rwy 36 Idg 1475'



CATEGORY	A	B	C	D
LNAV MDA	1400-1 477 (500-1)	1400-1¼ 477 (500-1¼)	1400-1½ 477 (500-1½)	1400-2 477 (500-2)
CIRCLING	1440-1 514 (600-1)	1440-1½ 514 (600-1½)	1480-2 554 (600-2)	1480-2 554 (600-2)

MIRL Rwy 9-27 1  
REIL Rwy 9 and 27 1

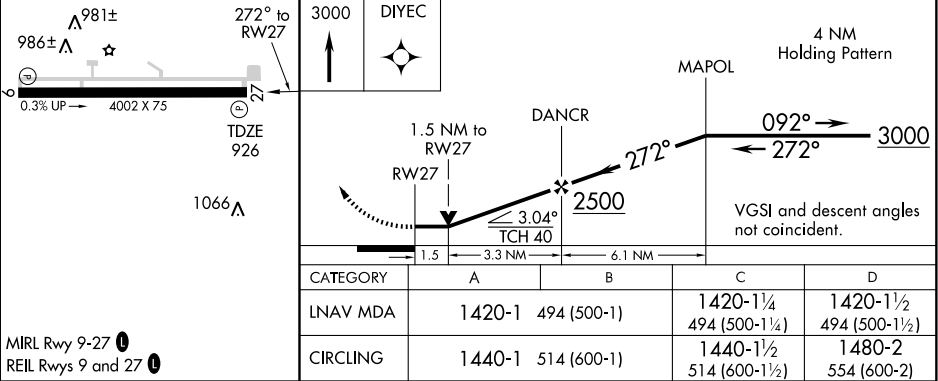
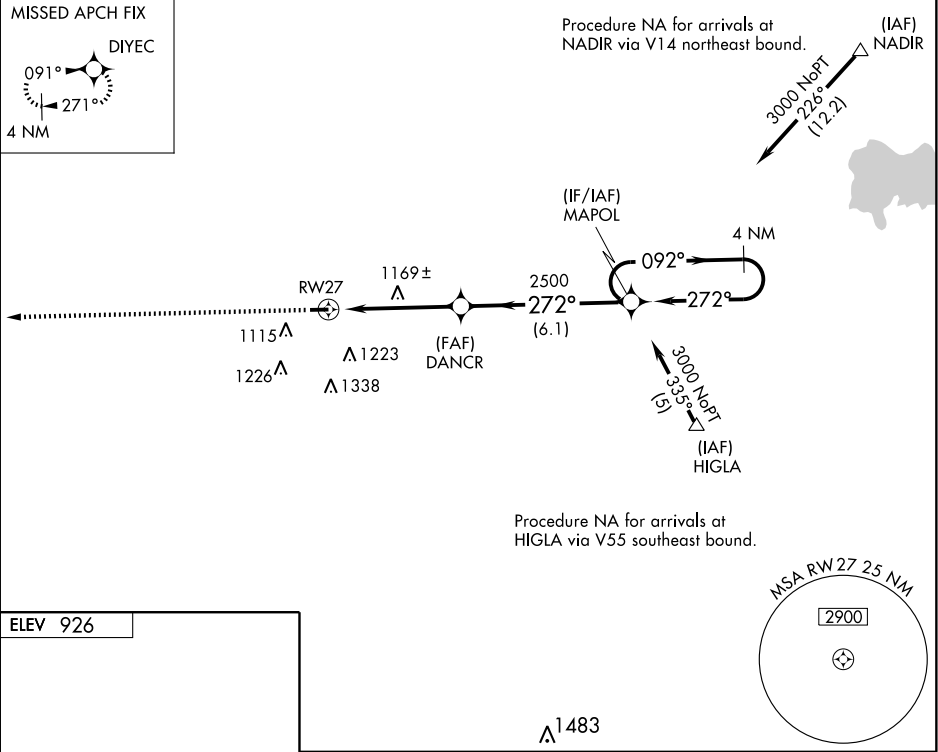
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ½ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct DIYEC and hold.

AWOS-3 118.45	FORT WAYNE APP CON 132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	UNICOM 122.8 (CTAF) 1
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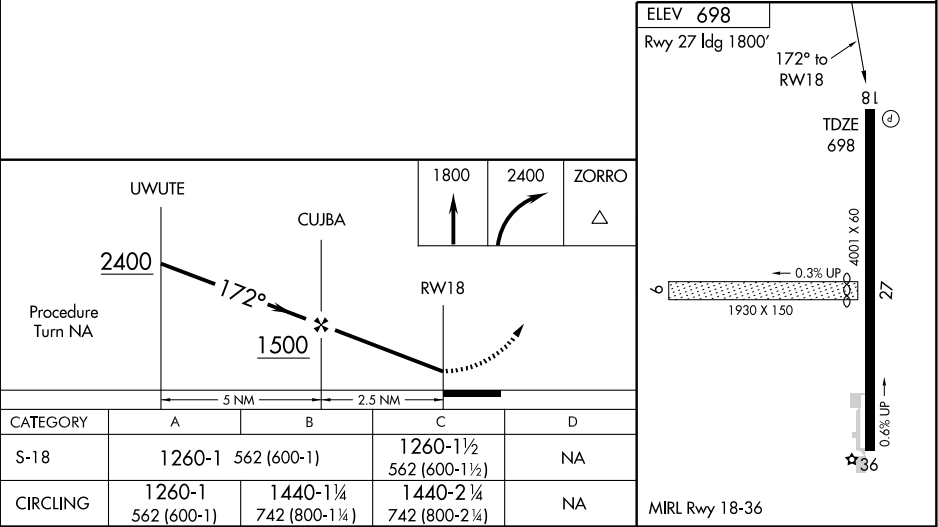
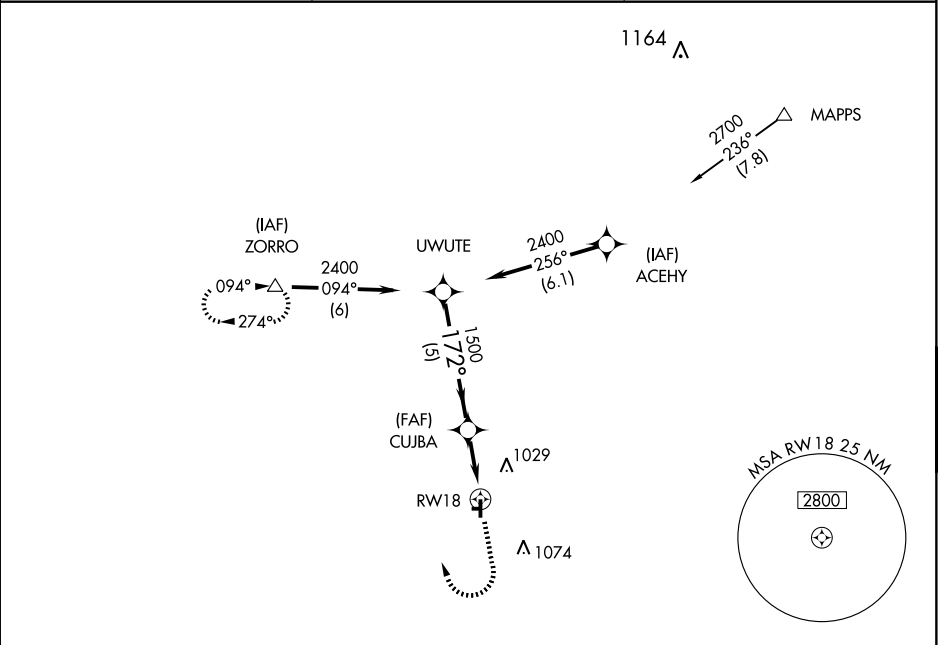




When local altimeter setting not received, use Lafayette, IN altimeter setting.

MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 direct ZORRO and hold.

AWOS-3 119.175	CHICAGO CENTER 132.95 272.7	UNICOM 122.8 (CTAF)
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NDB RZL	APP CRS	Rwy Idg	4001
362	187°	TDZE	685
		Apt Elev	698

NDB RWY 18

RENSSELAER/JASPER COUNTY (RZL)



NA

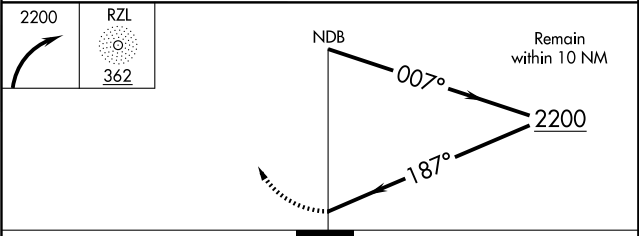
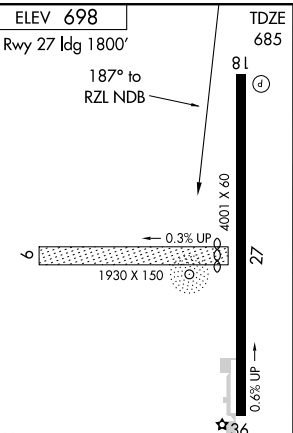
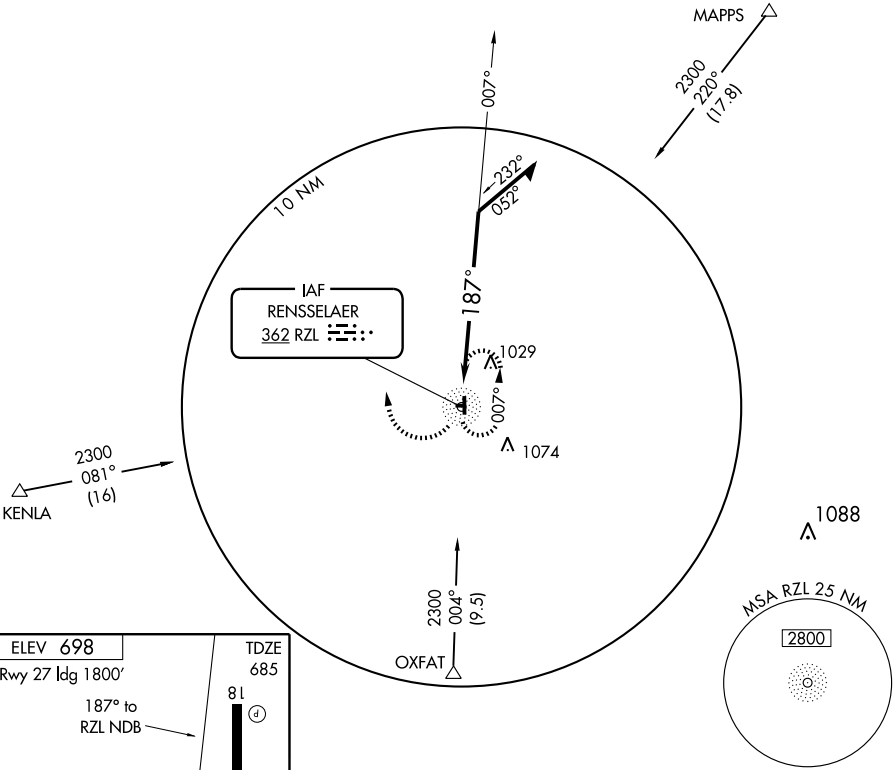
Use Lafayette, IN alimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct to RZL NDB and hold.

AWOS-3  
119.175

CHICAGO CENTER  
132.95 272.7

UNICOM  
122.8 (CTAF)



MIRL Rwy 18-36

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1½ 815 (900-1½)	1500-2½ 815 (900-2½)	NA
CIRCLING	1500-1 815 (900-1)	1500-1½ 815 (900-1½)	1520-2 ½ 835 (900-2½)	NA

LOC I-RID <b><u>111.35</u></b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1139</b> <b>1140</b>
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## ILS or LOC RWY 24

RICHMOND MUNI (RID)

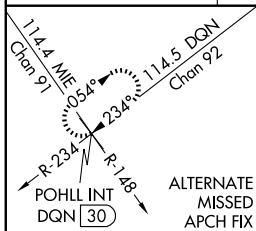


ANA

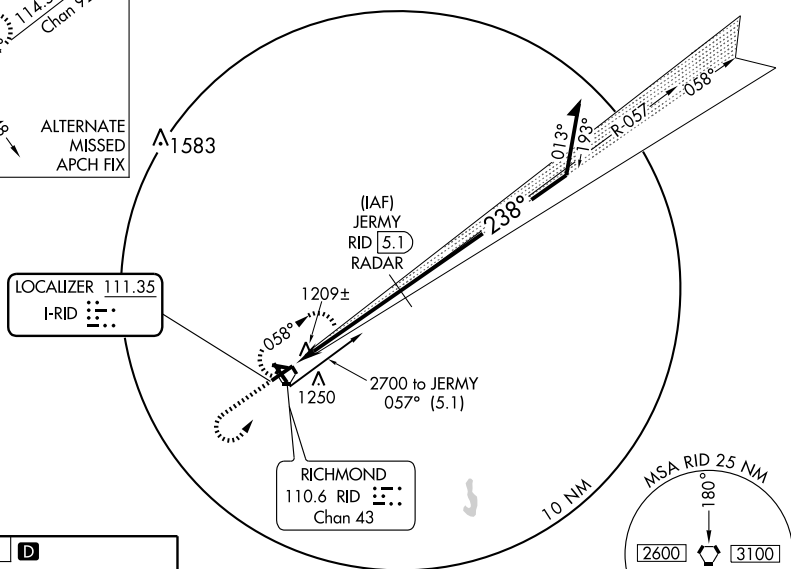
DME or Radar Required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase DAA 88 feet and add MDA 100 feet. Increase S-ILS 24 visibility  $\frac{1}{4}$  mile all Cats and S-LOC 24 visibility Cat C  $\frac{1}{2}$  mile and Cat D  $\frac{1}{4}$  mile. When using James M Cox Dayton altimeter setting, inoperative table does not apply to S-LOC 24 Cat C. DME from RID VORTAC. Simultaneous reception of I-RID and RID DME required.

**MISSED APPROACH:**  
Climb to 2700 then left turn  
direct RID VORTAC and hold.

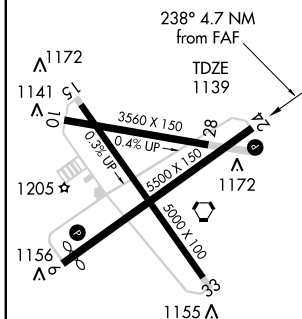
AWOS-3 <b>121,225</b>	DAYTON APP CON <b>134.45 352.05</b>	CLNC DEL <b>133.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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## DME or RADAR REQUIRED

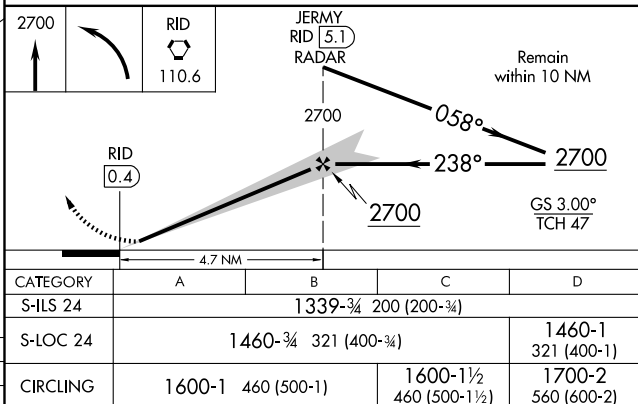


ELEV 1140	<b>D</b>
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LDIN Rwy 24 **L**  
MIRL Rwys 15-33 and 6-24 **L**  
REIL Rwys 6 and 24 **L**

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



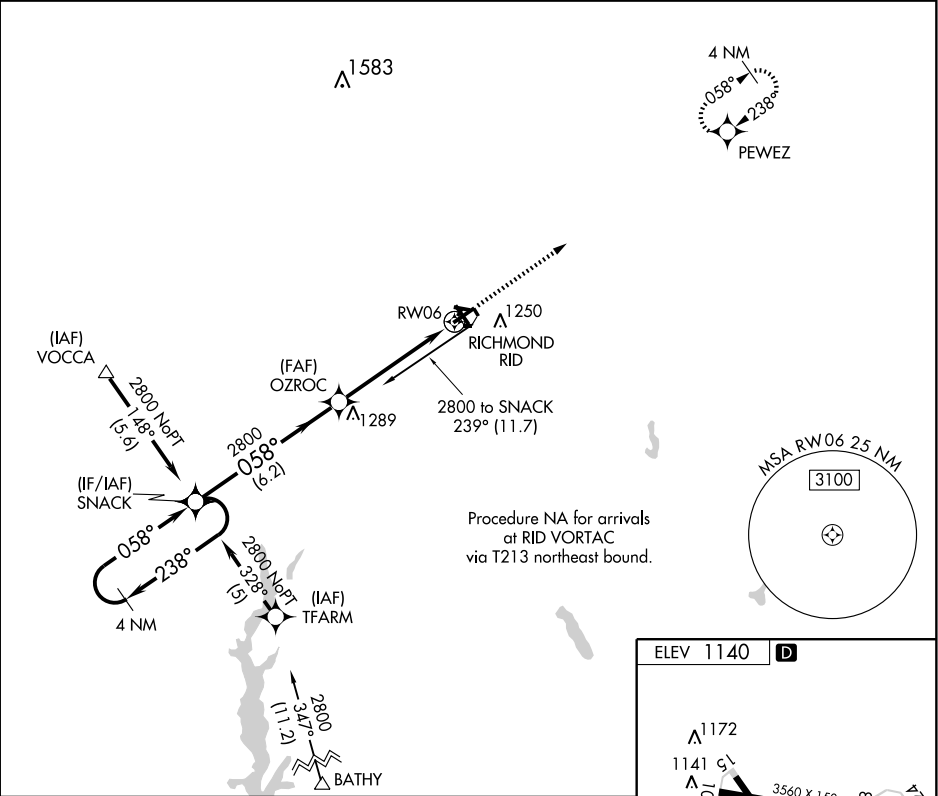
APP CRS	Rwy Idg	5200
058°	TDZE	1137
	Apt Elev	1140

# RNAV (GPS) RWY 6

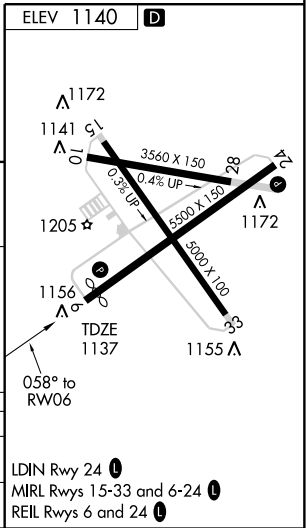
RICHMOND MUNI (RID)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.	MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.
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AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF)
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4 NM Holding Pattern		VGSI and descent angles not coincident.		2700	PEWEZ
SNACK		OZROC			
2800 ← 238°		2800 → 058°			
6.2 NM		4 NM		1 NM to RW06	
3.04° TCH 45		058°		RW06	
CATEGORY	A	B	C	D	
LNAV MDA	1480-1		343 (400-1)	1480-1¼ 343 (400-1¼)	
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)	





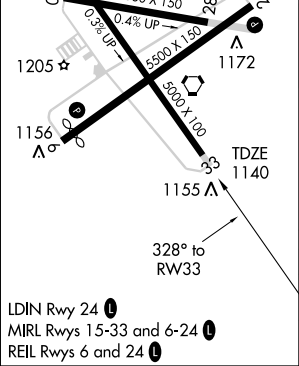
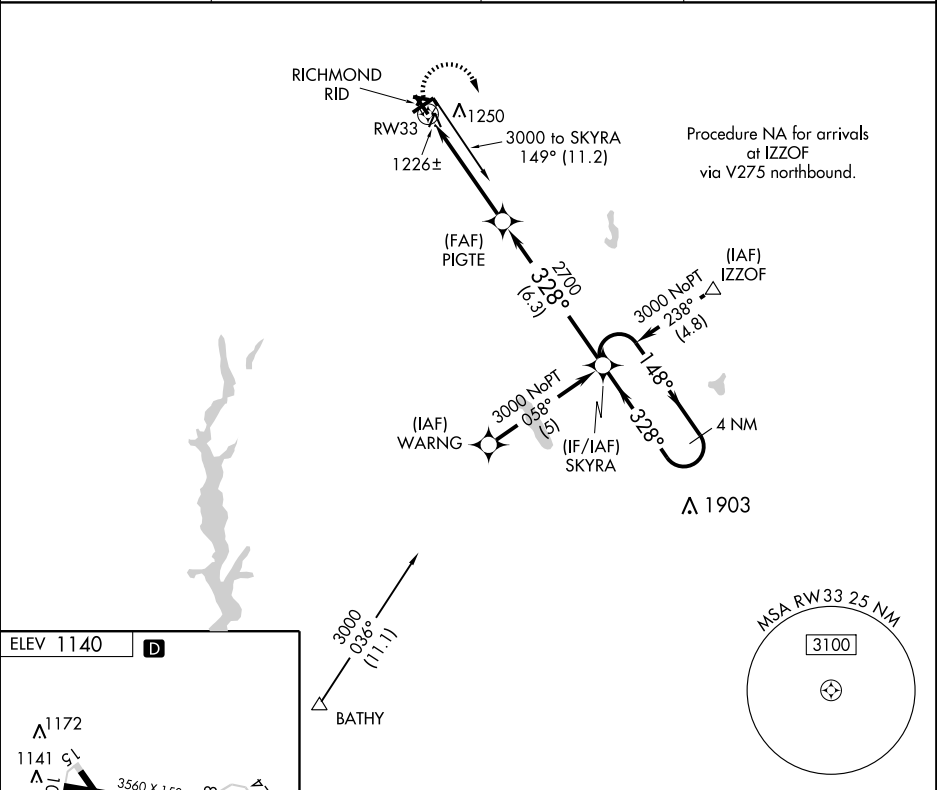
APP CRS	Rwy Idg	5000
328°	TDZE	1140
	Apt Elev	1140

# RNAV (GPS) RWY 33

RICHMOND MUNI (RID)

<p><b>▽</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.</p> <p><b>△</b> NA</p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 3000 direct SKYRA and hold.</p>
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AWOS-3 <b>121.225</b>	DAYTON APP CON <b>134.45 352.05</b>	CLNC DEL <b>133.55</b>	UNICOM <b>122.7 (CTAF) 0</b>
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<div><div>3000</div><div>SKYRA</div></div>		4 NM Holding Pattern		
<div><div><div><div></div><div>1.1 NM to RW33</div></div><div><div>3.04°</div><div>TCH 45</div></div><div><div>328°</div><div>2700</div></div></div><div><div>PIGTE</div><div>SKYRA</div></div><div><div>148°</div><div>3000</div></div></div>				
<div><div>1.1</div><div>3.6 NM</div><div>6.3 NM</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1	460 (500-1)	1600-1½ 460 (500-1½)	1700-2 560 (600-2)

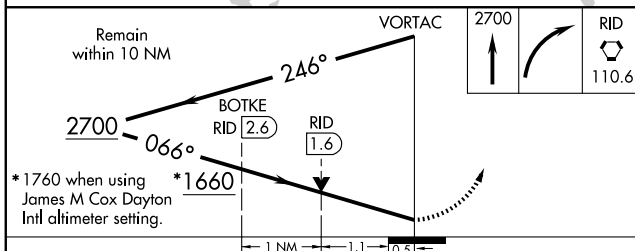
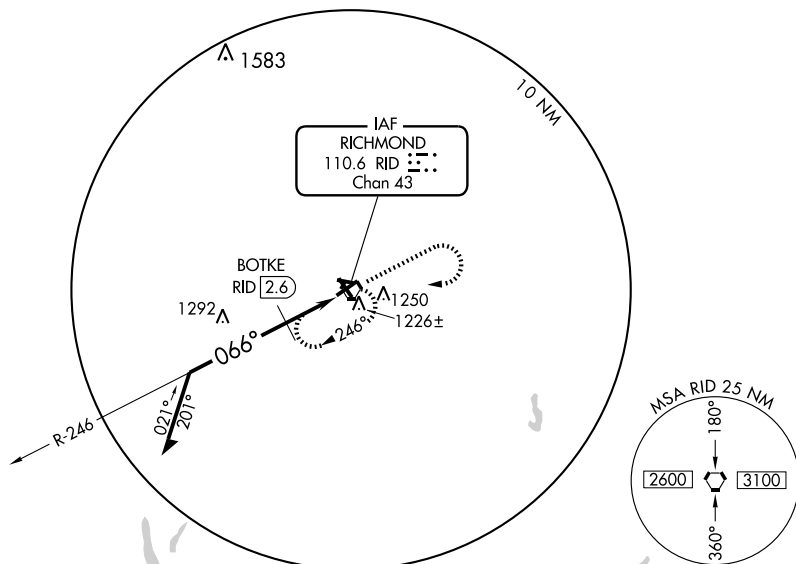
VORTAC RID <b>110.6</b> Chan <b>43</b>	APP CRS <b>066°</b>	Rwy Idg <b>5200</b> TDZE <b>1137</b> Apt Elev <b>1140</b>
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VOR RWY 6  
RICHMOND MUNI (RID)

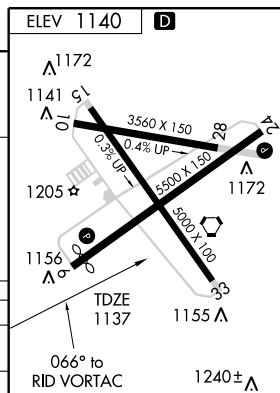
**T** When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility  $\frac{1}{4}$  mile. Increase BOTKE fix minimums S-6 Cat C, D visibility  $\frac{1}{4}$  mile. **A** NA VDP NA when using James M Cox Dayton Intl altimeter setting.

**MISSED APPROACH:**  
Climb to 2700 then right turn  
direct RID VORTAC and hold.

AWOS-3 <b>121.225</b>	DAYTON APP CON <b>134.45 352.05</b>	CLNC DEL <b>133.55</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-6	1660-1	523 (600-1)	1660-1½ 523 (600-1½)	1660-1¾ 523 (600-1¾)
CIRCLING	1660-1	520 (600-1)	1660-1½ 520 (600-1½)	1700-2 560 (600-2)
BOTKE FIX MINIMUMS				
S-6	1500-1 363 (400-1)			1500-1¼ 363 (400-1¼)
CIRCLING	1600-1	460 (500-1)	1600-1½ 460 (500-1½)	1700-2 560 (600-2)



LDIN Rwy 24 **L**  
MIRL Rwys 15-33 and 6-24 **L**  
REIL Rwys 6 and 24 **L**

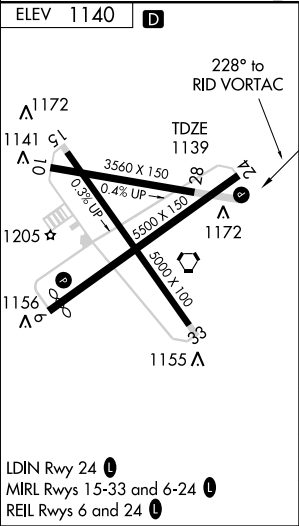
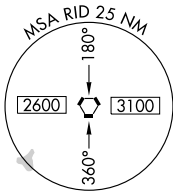
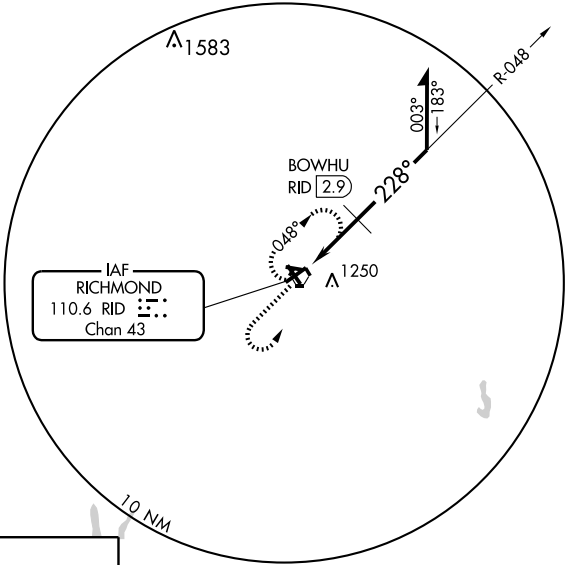
VORTAC RID	APP CRS	Rwy Idg	5500
110.6	228°	TDZE	1139
Chan 43		Apt Elev	1140

VOR RWY 24  
RICHMOND MUNI (RID)

**NA** Inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-24 Cat C/D and Circling Cat C/D visibility ¼ mile. Increase BOWHU FIX minimums S-24 Cat C ¼ mile and Cat D ½ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH:  
Climb to 2700 then left turn  
direct RID VORTAC and hold.

AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) <b>0</b>
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ELEV 1140 <b>D</b>	2700	RID 110.6	VORTAC	048°	228°	2700	1740	* 1840 when using James M Cox Dayton Intl altimeter setting.
1141	1172	1139	1172	1156	1155	1172	1155	1172
3560 X 150	5500 X 150	5000 X 100	5000 X 100	5000 X 100	5000 X 100	5000 X 100	5000 X 100	5000 X 100
0.3% UP	0.4% UP	0.4% UP	0.4% UP	0.4% UP	0.4% UP	0.4% UP	0.4% UP	0.4% UP
TDZE 1139	TDZE 1139	TDZE 1139	TDZE 1139	TDZE 1139	TDZE 1139	TDZE 1139	TDZE 1139	TDZE 1139
228° to RID VORTAC	228° to RID VORTAC	228° to RID VORTAC	228° to RID VORTAC	228° to RID VORTAC	228° to RID VORTAC	228° to RID VORTAC	228° to RID VORTAC	228° to RID VORTAC
10.4	1.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3
CATEGORY	A	B	C	D				
S-24	1740-¾	601 (600-¾)	1740-1¾	1740-2				
CIRCLING	1740-1	600 (600-1)	1740-1¾	1740-2				
BOWHU FIX MINIMUMS								
S-24	1560-¾	421 (500-¾)	1560-1¼	421 (500-1¼)				
CIRCLING	1600-1	460 (500-1)	1600-1½	1700-2				



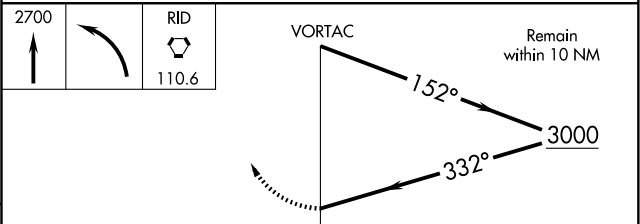
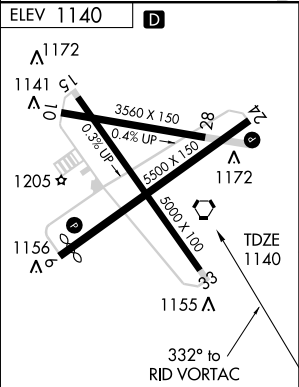
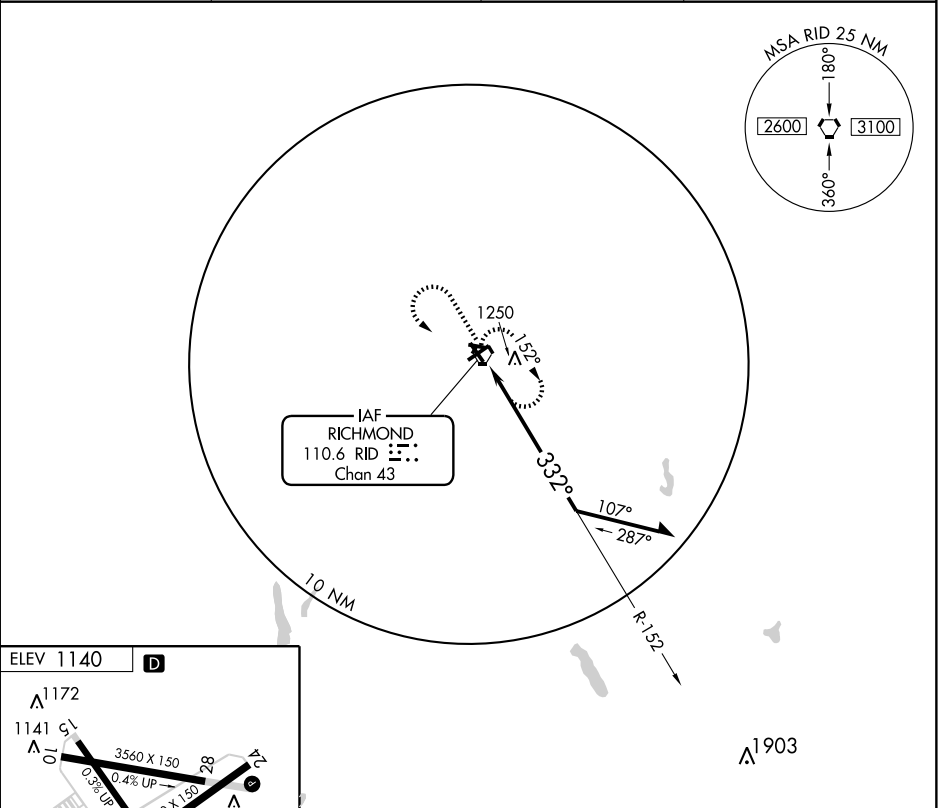
VORTAC RID	APP CRS	Rwy Idg	5000
110.6	332°	TDZE	1140
Chan 43		Apt Elev	1140

VOR RWY 33  
RICHMOND MUNI (RID)

Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-33 Cat C, D visibility ¼ mile.

MISSED APPROACH:  
Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3 121.225	DAYTON APP CON 134.45 352.05	CLNC DEL 133.55	UNICOM 122.7 (CTAF) 0
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LDIN Rwy 24 0  
MIRL Rwy 15-33 and 6-24 0  
REIL Rwy 6 and 24 0

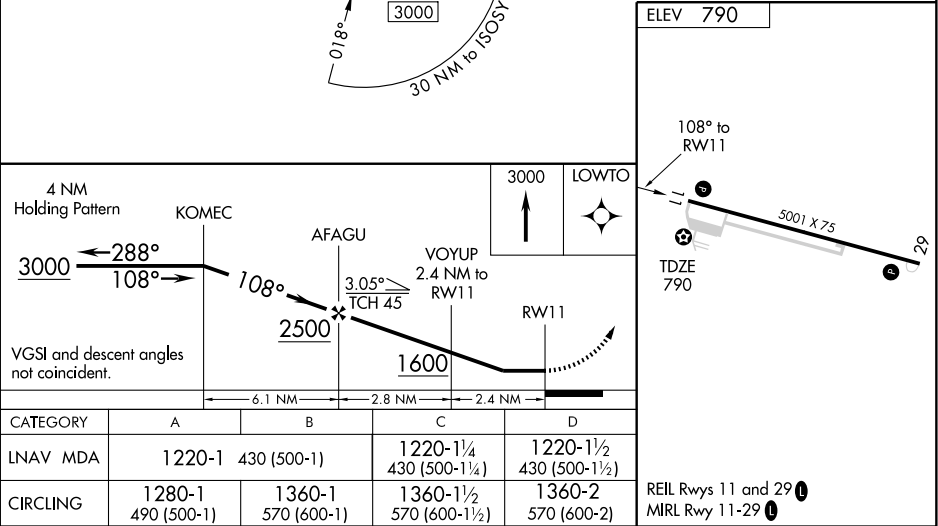
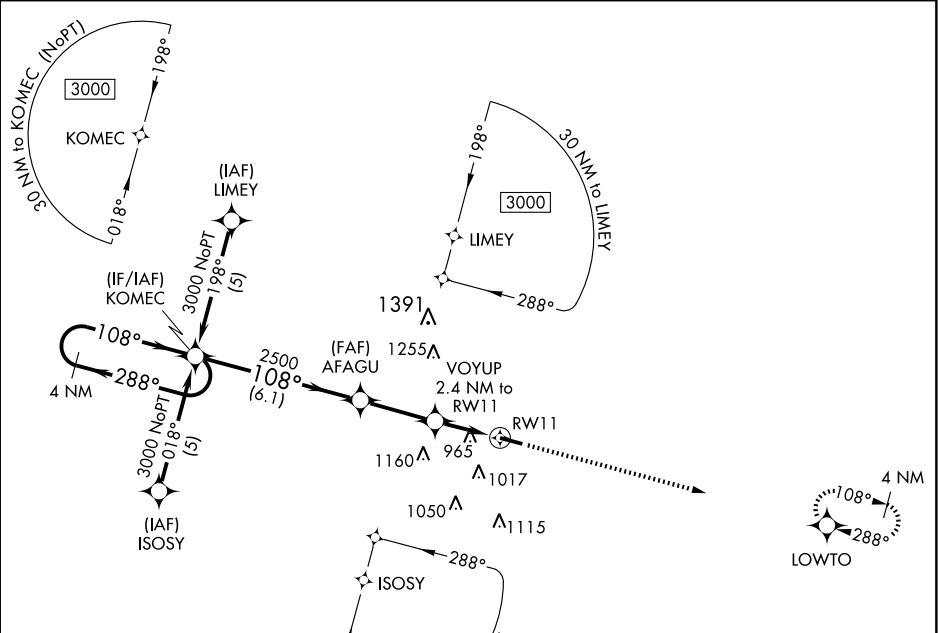
CATEGORY	A	B	C	D
S-33	1640-1 500 (500-1)	1640-1¼ 500 (500-1¼)	1640-1½ 500 (500-1½)	1640-1½ 500 (500-1½)
CIRCLING	1640-1 500 (500-1)	1640-1½ 500 (500-1½)	1700-2 560 (600-2)	1700-2 560 (600-2)

APP CRS	Rwy Idg	5001
108°	TDZE	790
	Apt Elev	790

RNAV (GPS) RWY 11  
ROCHESTER/FULTON COUNTY (RCR)

NA	DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 3000 direct LOWTO and hold.
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AWOS-3 118.775	SOUTH BEND APP CON ★ 132.05 257.8	UNICOM 122.7 (CTAF) 0
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WAAS CH <b>48809</b> <b>W29A</b>	APP CRS <b>288°</b>	Rwy Idg <b>5001</b> TDZE <b>790</b> Apt Elev <b>790</b>
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# RNAV (GPS) RWY 29

## ROCHESTER/FULTON COUNTY (RCR)

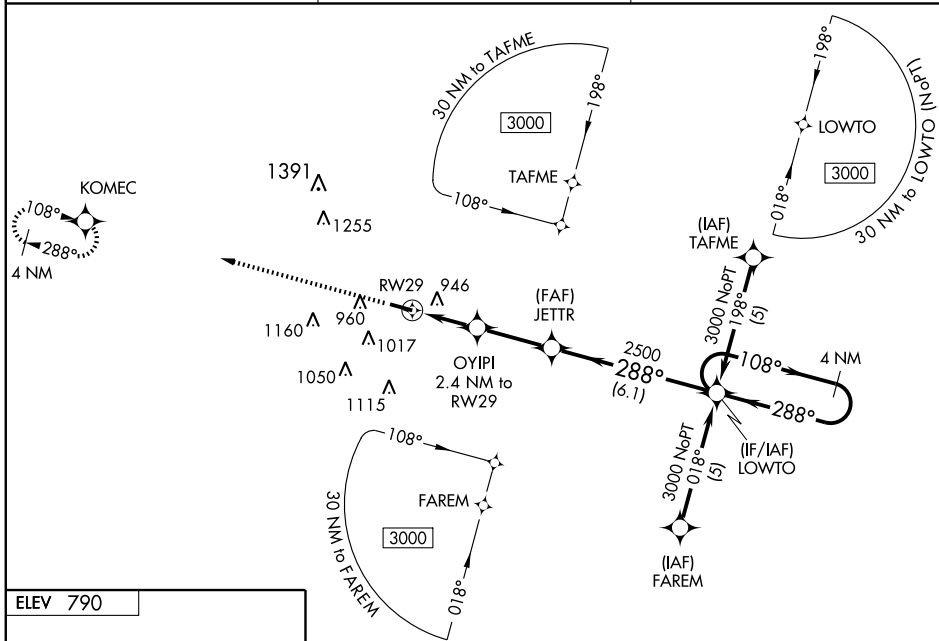
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

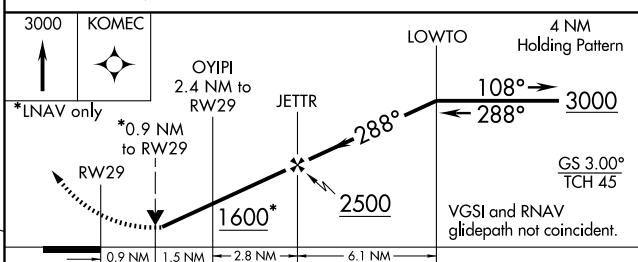
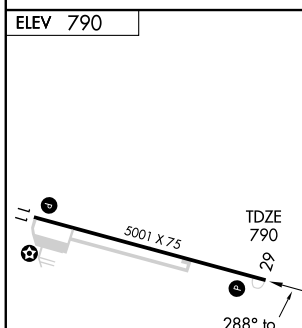
**MISSED APPROACH:** Climb to 3000 direct KOMEK and hold.

AWOS-3  
118.775

SOUTH BEND APP CON ★  
132.05 257.8

UNICOM  
122.7 (CTAF) **L**

DEC-2 22 OCT 2009 to 19 NOV 2009



CATEGORY	A	B	C	D
LPV DA	1127-1¼ 337 (400-1¼)			
RNAV/ VNAV DA	1244-1½ 454 (500-1½)			
RNAV MDA	1200-1 410 (500-1)	1200-1¼ 410 (500-1¼)		
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

REIL Rwy 11 and 29 **L**MIRL Rwy 11-29 **L**

▼

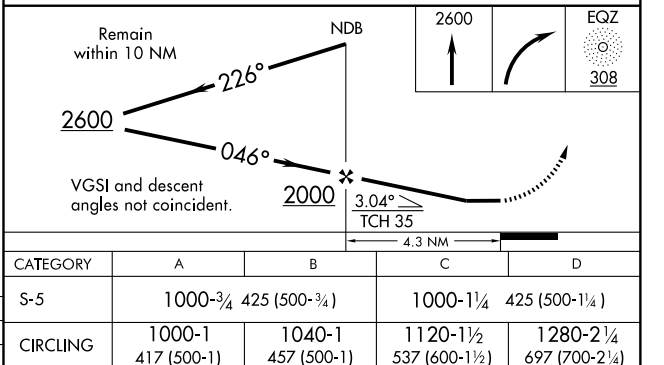
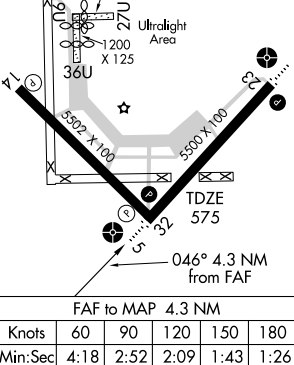
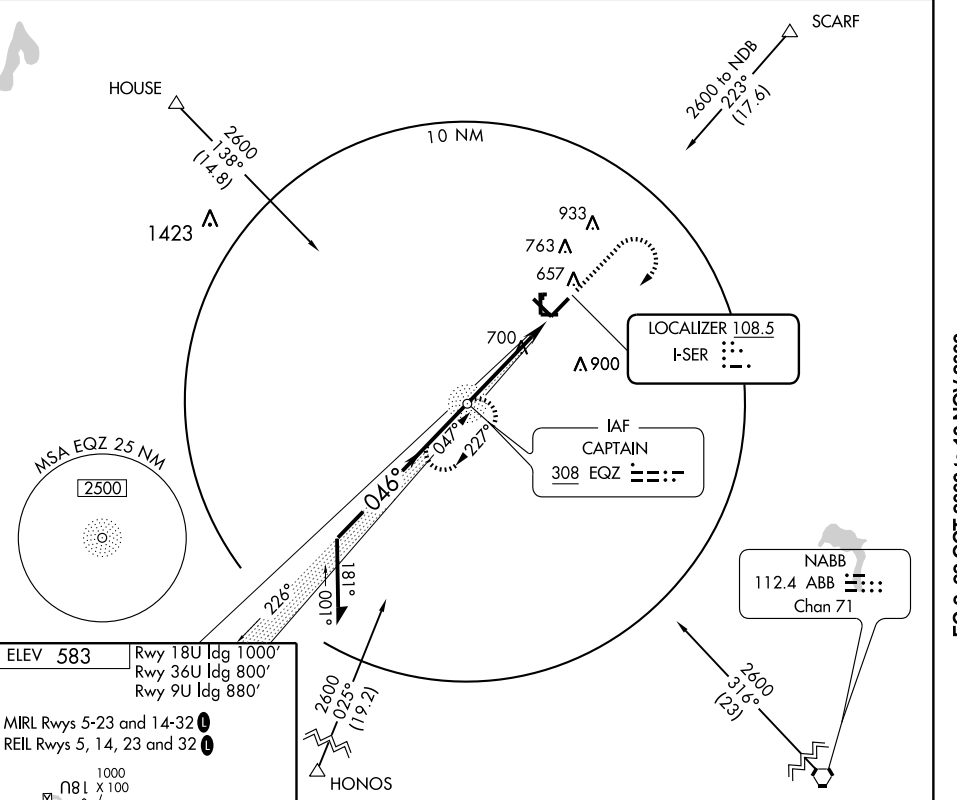
▲ NA

If local altimeter setting not received, use Louisville Intl  
-Standiford Field altimeter setting and increase all MDAs  
120 feet. Inoperative table does not apply to Cat C.  
Visibility reduction by helicopters NA.

ODALS

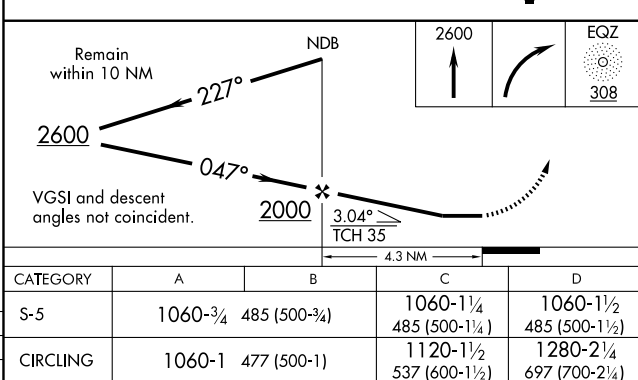
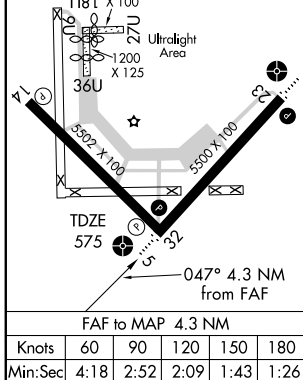
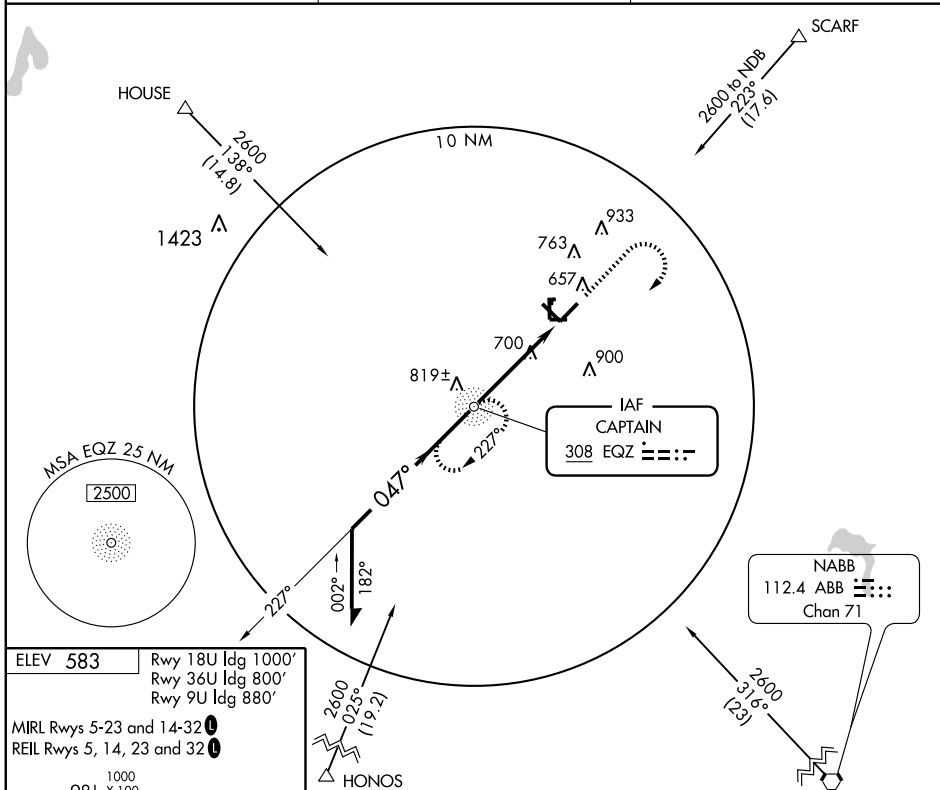
MISSED APPROACH: Climb to 2600, then right turn direct EQZ NDB and hold.

AWOS-3 119.425	INDIANAPOLIS CENTER 124.775 269.45	UNICOM 122.8 (CTAF) 0
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EC-2, 22 OCT 2009 to 19 NOV 2009

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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WAAS CH <b>53704</b> <b>W05A</b>	APP CRS <b>046°</b>	Rwy Idg TDZE <b>5500</b> <b>575</b> Apt Elev <b>583</b>
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RNAV (GPS) RWY 5  
SEYMOUR/ FREEMAN MUNI (SER)

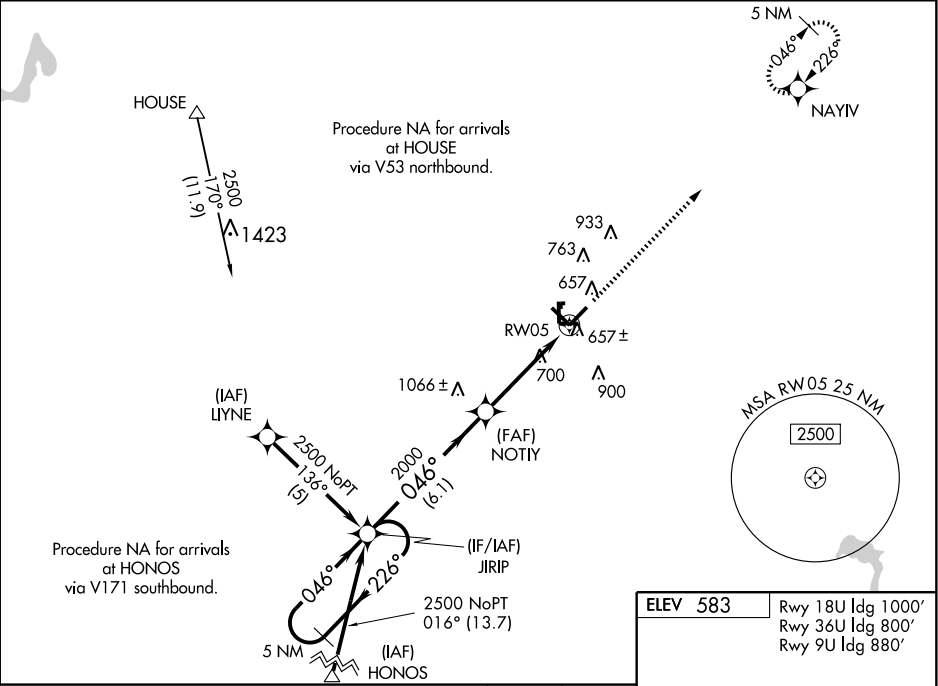
**NA**

If local altimeter setting not received, use Louisville Intl - Standford Field altimeter setting and increase all DAs/MDAs 120 feet. Baro-VNAV and VDP NA when using Louisville Intl - Standford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH:  
Climb to 2400 direct  
NAYIV and hold.

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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5 NM Holding Pattern

JIRIP

2500 ← 226°  
046° →

GS 3.00°  
TCH 35°

VGSI and RNAV glidepath not coincident.

2000

\*LNAV only.

6.1 NM    3 NM    1.3 NM

2400

NAYIV

CATEGORY	A	B	C	D
LPV DA		825-1	250 (300-1)	
LNAV/VNAV DA		927-1¼	352 (400-1¼)	
LNAV MDA	1000-¾	425 (500-¾)	1000-1¼	425 (500-1¼)
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

ELEV 583

Rwy 18U Idg 1000'  
Rwy 36U Idg 800'  
Rwy 9U Idg 880'

WAAS CH <b>58003</b> <b>W14A</b>	APP CRS <b>136°</b>	Rwy Idg <b>5502</b> TDZE <b>583</b> Apt Elev <b>583</b>
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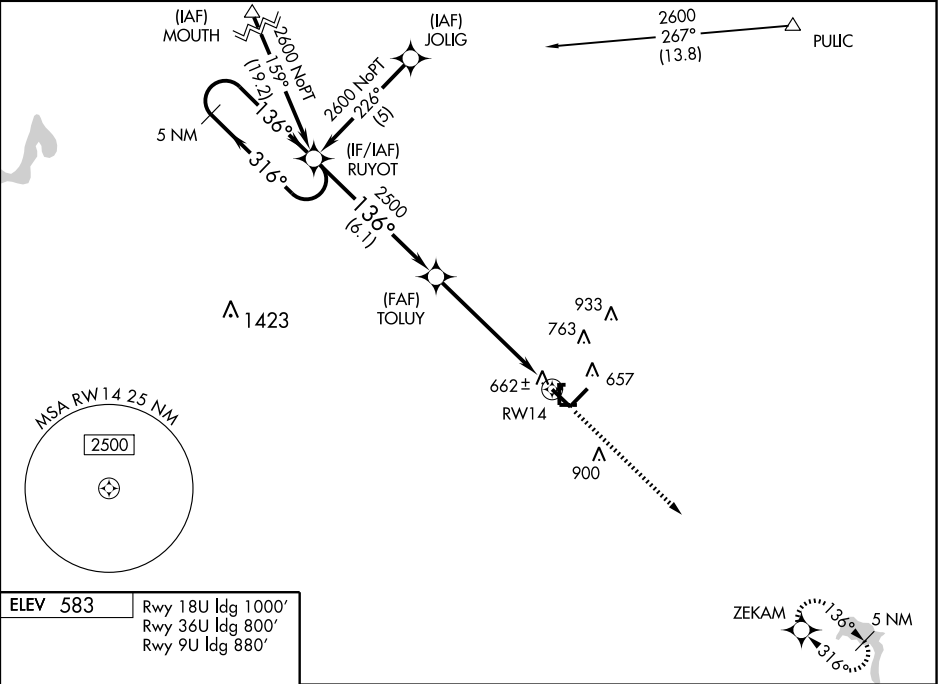
RNAV (GPS) RWY 14  
SEYMOUR/ FREEMAN MUNI (SER)

**▼**  
**▲** NA

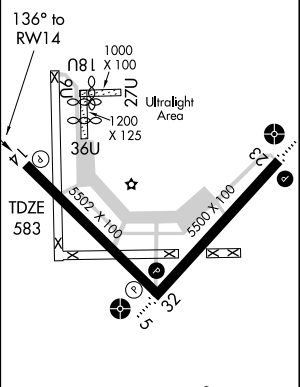
If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2400 direct ZEKAM and hold.

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 1</b>
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ELEV 583	Rwy 18U Idg 1000' Rwy 36U Idg 800' Rwy 9U Idg 880'
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5 NM Holding Pattern RUYOT		VGSI and RNAV glidepath not coincident.		2400	ZEKAM
2600 ← 316° → 136°		136°	TOLUY	*1 NM to RWY14	
GS 3.00° TCH 40		2500	*LNAV only.	RWY14	
		6.1 NM	4.8 NM	1 NM	
CATEGORY	A	B	C	D	
LPV DA		909-1¼	326 (400-1¼)		
LNAV/VNAV DA		934-1¼	351 (400-1¼)		
LNAV MDA		920-1	337 (400-1)		
CIRCLING	980-1 397 (400-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)	

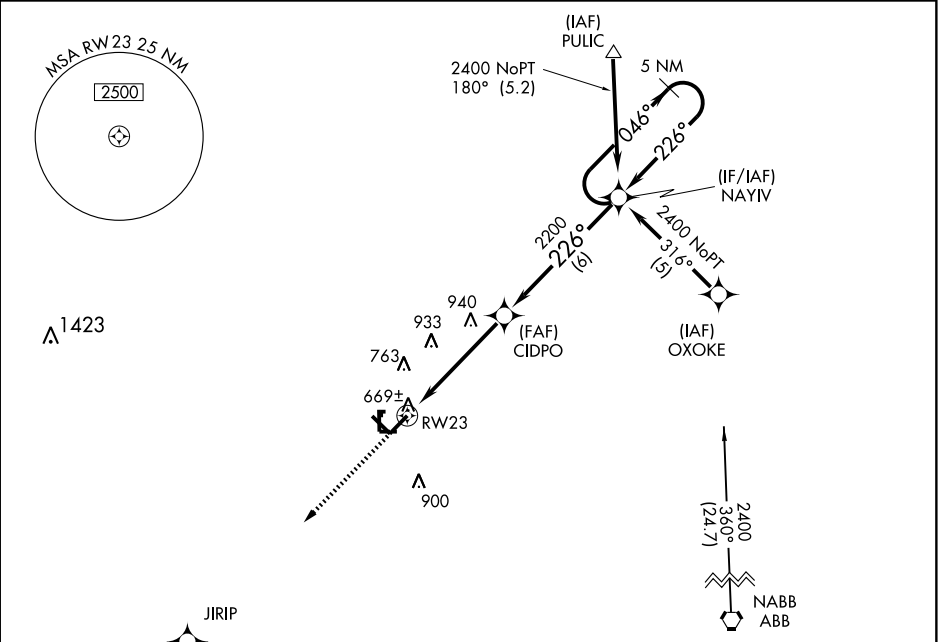
MIRL Rwy 5-23 and 14-32 1  
REIL Rwy 5, 14, 23 and 32 1

WAAS CH <b>48903</b> <b>W23A</b>	APP CRS <b>226°</b>	Rwy Idg TDZE <b>580</b> Apt Elev <b>583</b>
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RNAV (GPS) RWY 23  
SEYMOUR/ FREEMAN MUNI (SER)

<p><b>▼</b> If local altimeter setting not received, use Louisville Intl-Standford Field altimeter setting, and increase all DAs/MDAs 120 feet. <b>▲ NA</b> VDP NA when using Louisville Intl-Standford Field altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.</p>	<p>ODALS </p>	<p>MISSED APPROACH: Climb to 2500 direct JIRIP and hold.</p>
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AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 1</b>
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<p>2500 <b>JIRIP</b></p>	<p>VGSI and RNAV glidepath not coincident.</p>	<p>CIDPO</p>	<p>NAYIV</p>	<p>5 NM Holding Pattern</p>	<p>ELEV 583</p>	<p>Rwy 18U Idg 1000' Rwy 36U Idg 800' Rwy 9U Idg 880'</p>
<p></p>	<p></p>	<p></p>	<p></p>	<p></p>	<p></p>	<p></p>
<p>1.9</p>	<p>3 NM</p>	<p>6 NM</p>	<p>226°</p>	<p>046°</p>	<p>2400</p>	<p>226° to RW23</p>
<p>CATEGORY</p>	<p>A</p>	<p>B</p>	<p>C</p>	<p>D</p>	<p>GS 3.00° TCH 40</p>	<p>TDZE 580</p>
<p>LPV DA</p>	<p>886-1</p>	<p>306 (400-1)</p>	<p>1200-13/4</p>	<p>1200-2</p>	<p>5502 X 100</p>	<p>5502 X 100</p>
<p>LNAV MDA</p>	<p>1200-3/4</p>	<p>620 (700-3/4)</p>	<p>620 (700-13/4)</p>	<p>620 (700-2)</p>	<p>5502 X 100</p>	<p>5502 X 100</p>
<p>CIRCLING</p>	<p>1200-1</p>	<p>617 (700-1)</p>	<p>1200-13/4</p>	<p>1280-21/4</p>	<p>5502 X 100</p>	<p>5502 X 100</p>
<p>MIRL Rwy 5-23 and 14-32</p>	<p>REIL Rwy 5, 14, 23 and 32</p>	<p>REIL Rwy 5, 14, 23 and 32</p>	<p>REIL Rwy 5, 14, 23 and 32</p>	<p>REIL Rwy 5, 14, 23 and 32</p>	<p>REIL Rwy 5, 14, 23 and 32</p>	<p>REIL Rwy 5, 14, 23 and 32</p>



WAAS CH <b>99403</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg <b>5502</b> TDZE <b>574</b> Apt Elev <b>583</b>
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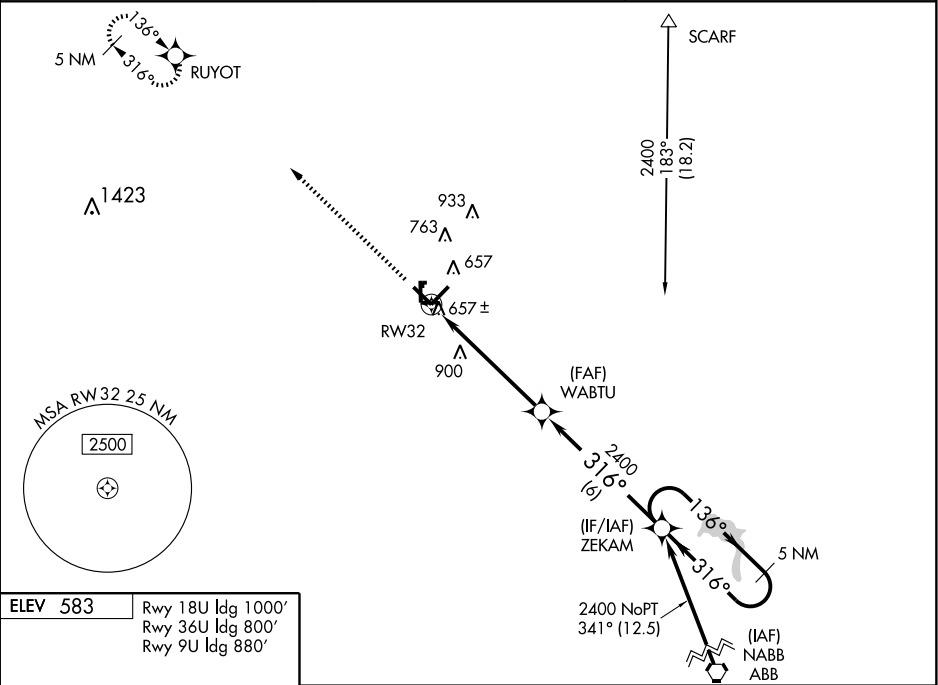
RNAV (GPS) RWY 32  
SEYMOUR/ FREEMAN MUNI (SER)

**▼**  
**▲** NA

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2600 direct RUYOT and hold.

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 1</b>
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**ELEV 583**

Rwy 18U Idg 1000'  
Rwy 36U Idg 800'  
Rwy 9U Idg 880'

MIRL Rwy 5-23 and 14-32 1  
REIL Rwy 5, 14, 23 and 32 1

2600	RUYOT	WABTU	ZEKAM	5 NM Holding Pattern
↑	✧			
	*1.9 NM to RW32			
	RW32			
	*LNAV only.			
	1.9	3.6 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA		907-1¼	333 (400-1¼)	
LNAV/VNAV DA		931-1¼	357 (400-1¼)	
LNAV MDA	1200-1	626 (700-1)	1200-1¾ 626 (700-1¾)	1200-2 626 (700-2)
CIRCLING	1200-1	617 (700-1)	1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

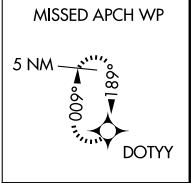
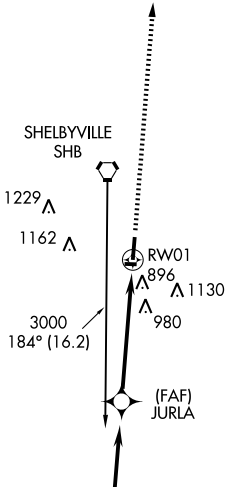
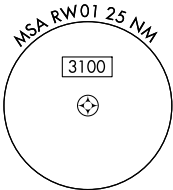
APP CRS	Rwy Idg	5000
009°	TDZE	802
	Apt Elev	803

RNAV (GPS) RWY 1  
SHELBYVILLE MUNI (GEZ)

- ▼ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Indianapolis Intl altimeter setting.
- ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

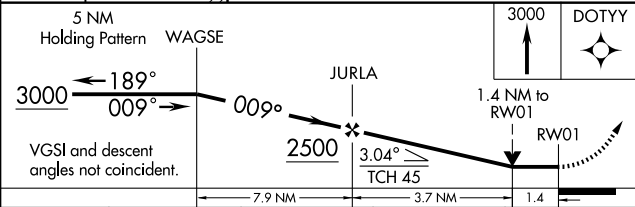
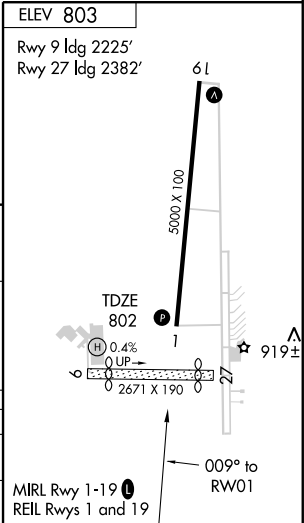
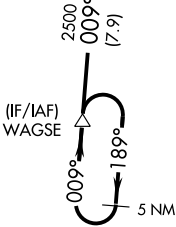
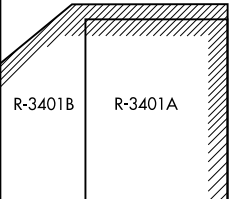
MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

ASOS 121.55	INDIANAPOLIS APP CON 127.15 317.8	UNICOM 122.8 (CTAF) 0
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Procedure N/A for arrivals at SHB VORTAC via V97 northwest bound.

▲ 2002



CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)		1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1280-1 477 (500-1)		1280-1½ 477 (500-1½)	1480-2¼ 677 (700-2¼)

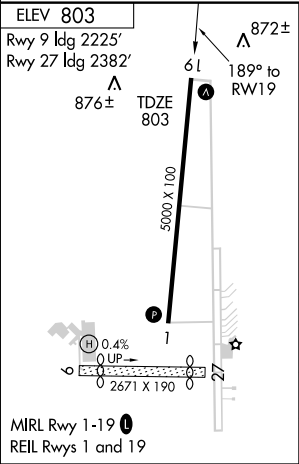
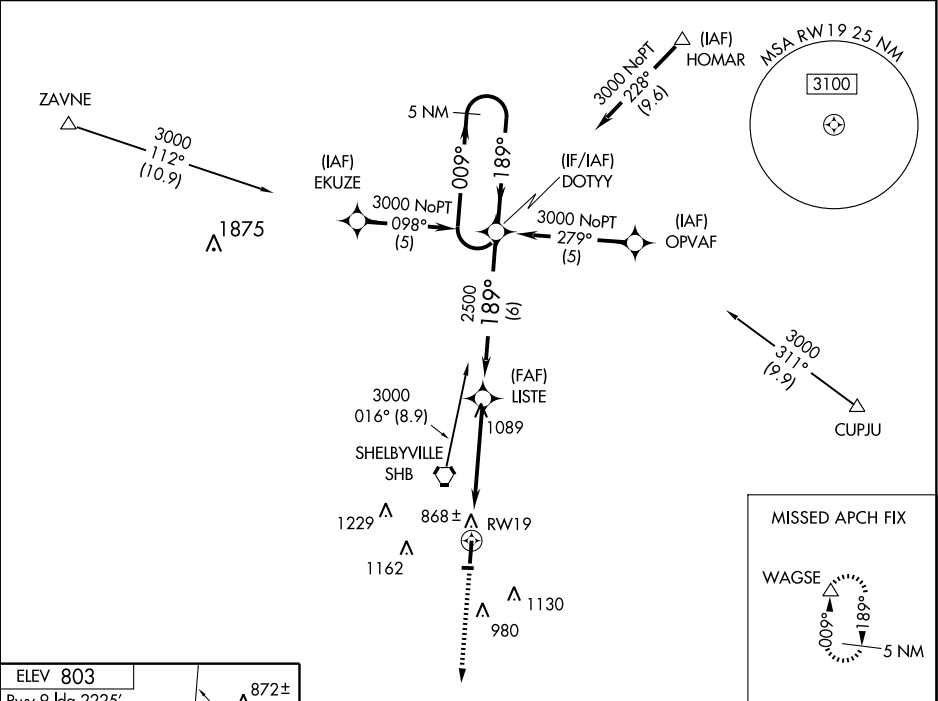
MIRL Rwy 1-19 0  
REIL Rws 1 and 19

WAAS CH <b>53603</b> <b>W19A</b>	APP CRS <b>189°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>803</b> <b>803</b>
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RNAV (GPS) RWY 19  
SHELBYVILLE MUNI (GEZ)

<p>If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.</p>	MISSED APPROACH: Climb to 3000 direct WAGSE and hold.
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ASOS <b>121.55</b>	INDIANAPOLIS APP CON <b>127.15 317.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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3000	WAGSE	VGSI and RNAV glidepath not coincident.	DOTYY	5 NM Holding Pattern
			LISTE	
				009° 3000
				189°
				2500
				GS 3.00° TCH 45
CATEGORY	A	B	C	D
LPV DA	1095-1 292 (300-1)			
LNAV/VNAV DA	1142-1¼ 339 (400-1¼)			
LNAV MDA	1140-1 337 (400-1)			
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1260-1½ 457 (500-1½)	1480-2¼ 677 (700-2¼)

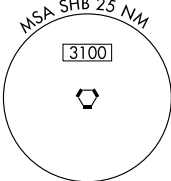
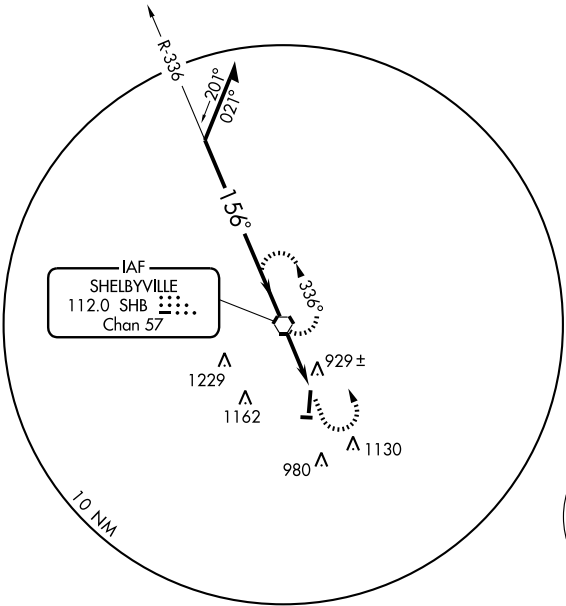
VORTAC SHB	APP CRS	Rwy ldg TDZE	5000
112.0	156°	803	
Chan 57		Apt Elev	804

VOR RWY 19  
SHELBYVILLE MUNI (GEZ)

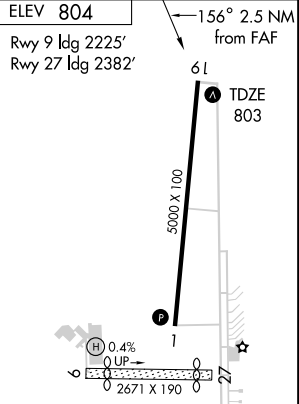
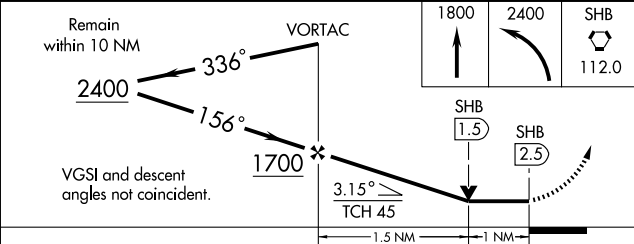


MISSED APPROACH: Climb to 1800, then climbing left turn to 2400 direct SHB VORTAC and hold.

ASOS 121.55	INDIANAPOLIS APP CON 127.15 317.8	UNICOM 122.8 (CTAF) 1
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2002



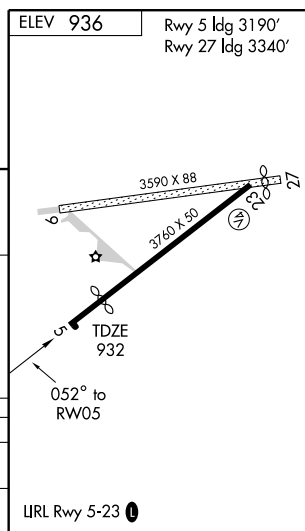
CATEGORY	A	B	C	D
S-19	1180-1	377 (400-1)		1180-1¼ 377 (400-1¼)
CIRCLING	1240-1 436 (500-1)	1260-1 456 (500-1)	1260-1½ 456 (500-1½)	1480-2¼ 676 (700-2¼)

MIRL Rwy 1-19 1					
REIL Rwy 1 and 19					
FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

**MISSED APPROACH:** Climb to 2600 direct BROOG WP and hold.

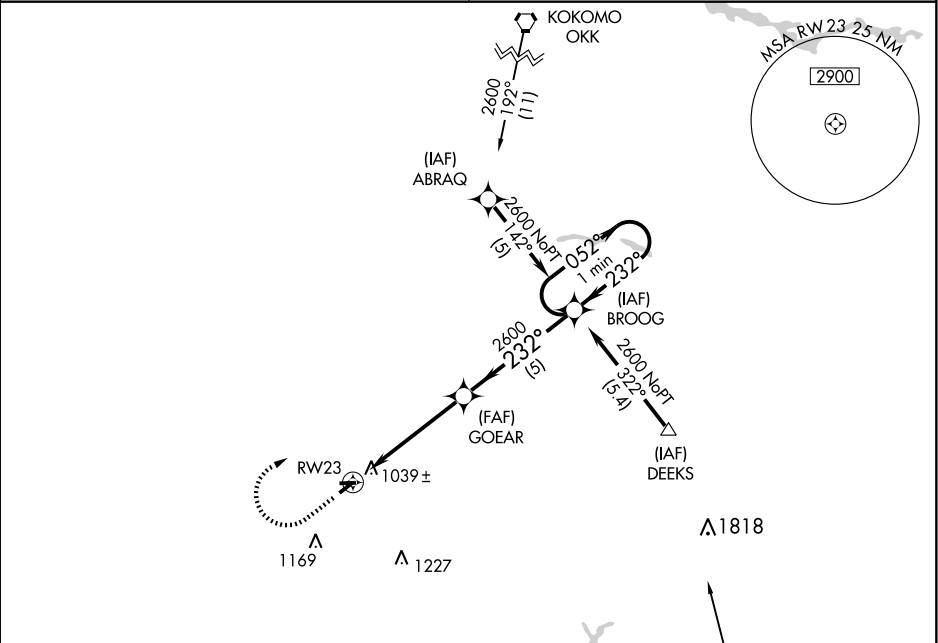
INDIANAPOLIS APP CON  
124.65 317.8

UN|COM  
123.075 (CTAF) **L**

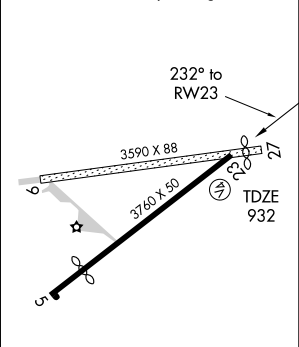


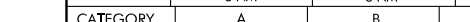
APP CRS	Rwy Idg	3760
232°	TDZE	932
	Apt Elev	936

▲ NA	Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.
INDIANAPOLIS APP CON 124.65 317.8		UNICOM 123.075 (CTAF) 0



ELEV 936	Rwy 5 Idg 3190'
	Rwy 27 Idg 3340'

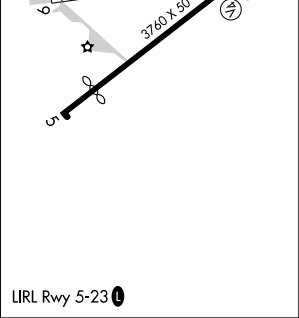
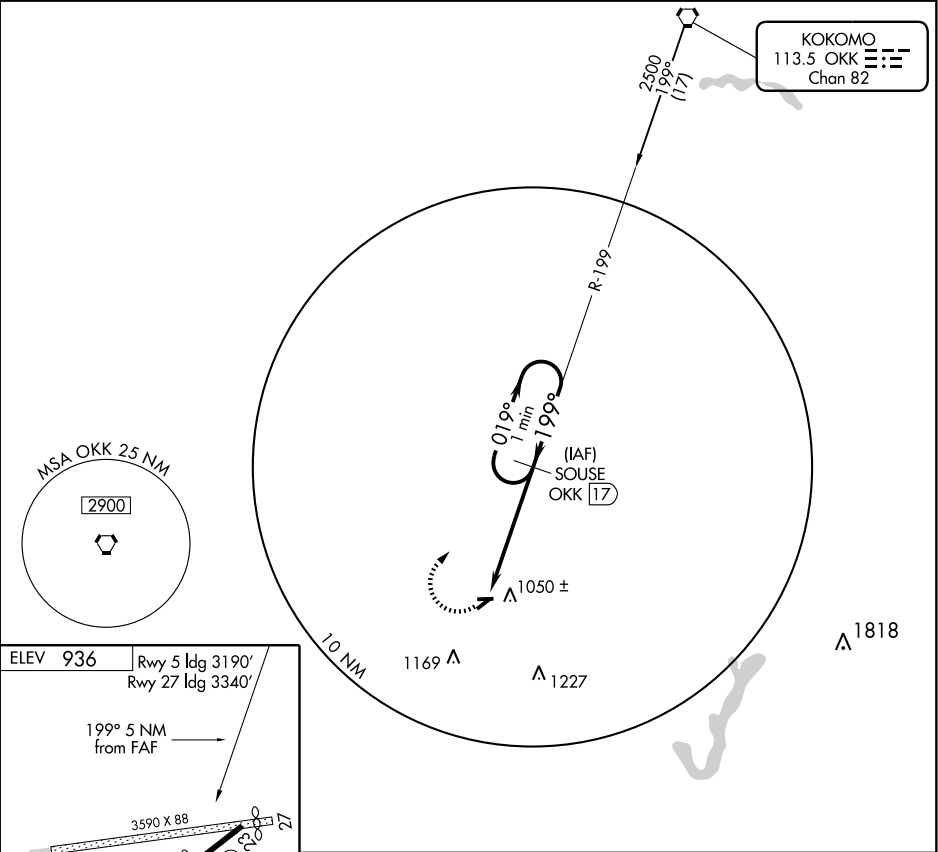


LIRL Rwy 5-23 	CATEGORY	A	B	C	D
	S-23	1380-1	448 (500-1)	1380-1¼ 448 (500-1¼)	NA
	CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

VORTAC OKK	APP CRS	Rwy Idg TDZE	N/A
113.5	199°	Apt Elev	N/A
Chan 82			936

▲ NA	Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.
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INDIANAPOLIS APP CON 124.65 317.8	UNICOM 123.075 (CTAF) 0
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<div><div>2500</div><div>OKK R-199 113.5</div></div>		<div>SOUSE OKK 17</div>	<div>One Minute Holding Pattern</div>	
<div><div>OKK 22</div><div>199°</div><div>5 NM</div></div>		<div><div>SOUSE OKK 17</div><div>019°</div><div>199°</div><div>2500</div></div>		
CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

# AIRPORT DIAGRAM

AL-399 (FAA)

SOUTH BEND RGNL (SBN)  
SOUTH BEND, INDIANA

ATIS  
118.15  
SOUTH BEND TOWER ★  
118.9 257.8  
GND CON  
121.7  
CLNIC DEL  
121.9

D

FIELD  
ELEV  
799

81

N-1

182.8°

N

N-2

N

N-3

N

N-4

N

N-5

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N-6

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N

N-8

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N-9

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N-173

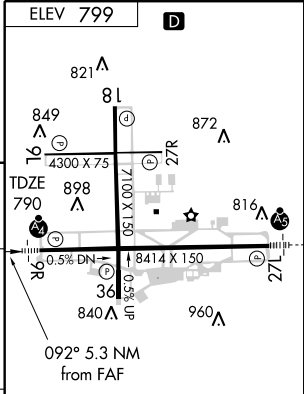
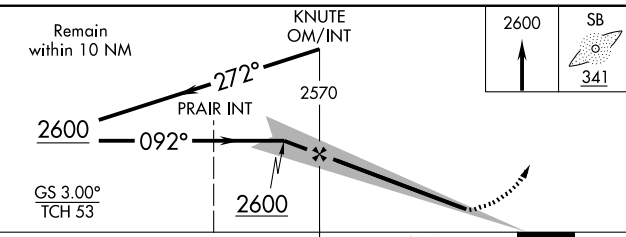
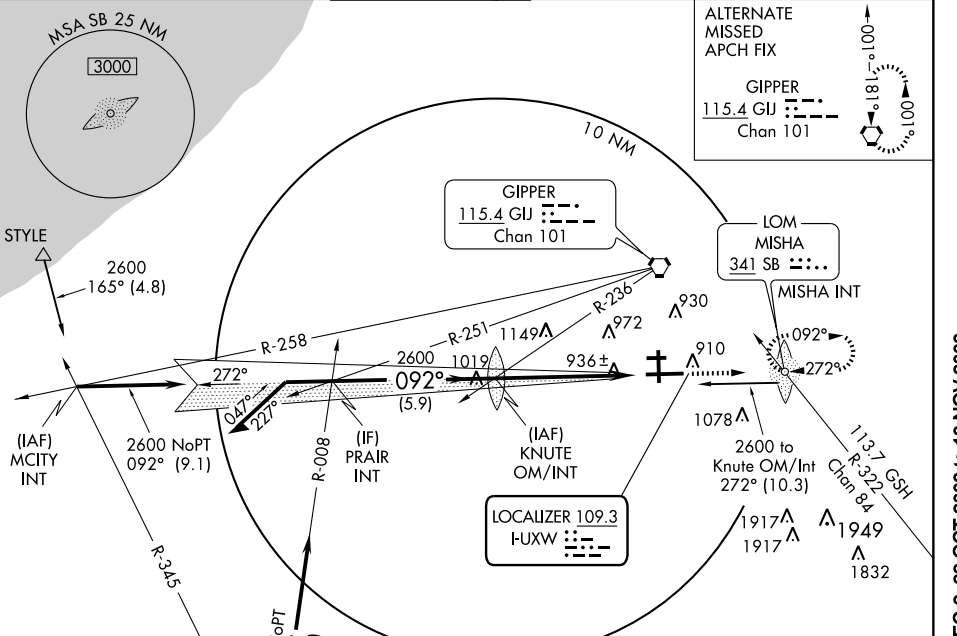
N

N-174

N

N-175





CATEGORY	A	B	C	D					
S-ILS 9R	1040-¾ 250 (300-¾)								
S-LOC 9R	1200-¾ 410 (500-¾)	1280-1	1280-1½	1360-2	FAF to MAP 5.3 NM				
CIRCLING	1260-1	1280-1	1280-1½	1360-2	Knots	60	90	120	150
	461 (500-1)	481 (500-1)	481 (500-1½)	561 (600-2)	Min:Sec	5:18	3:32	2:39	2:07

EC-2 22 OCT 2009 to 19 NOV 2009

LOC I-SBN	APP CRS	Rwy Idg	<b>8414</b>
<b>109.3</b>	<b>272°</b>	TDZE	<b>774</b>
		Apt Elev	<b>799</b>

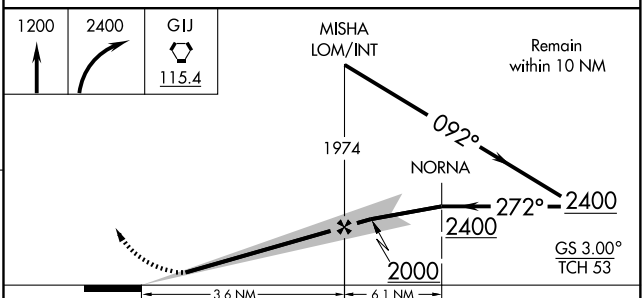
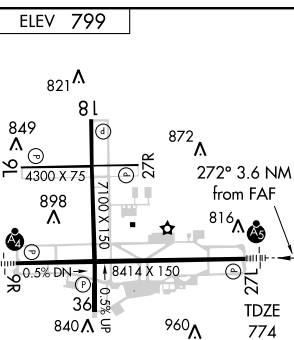
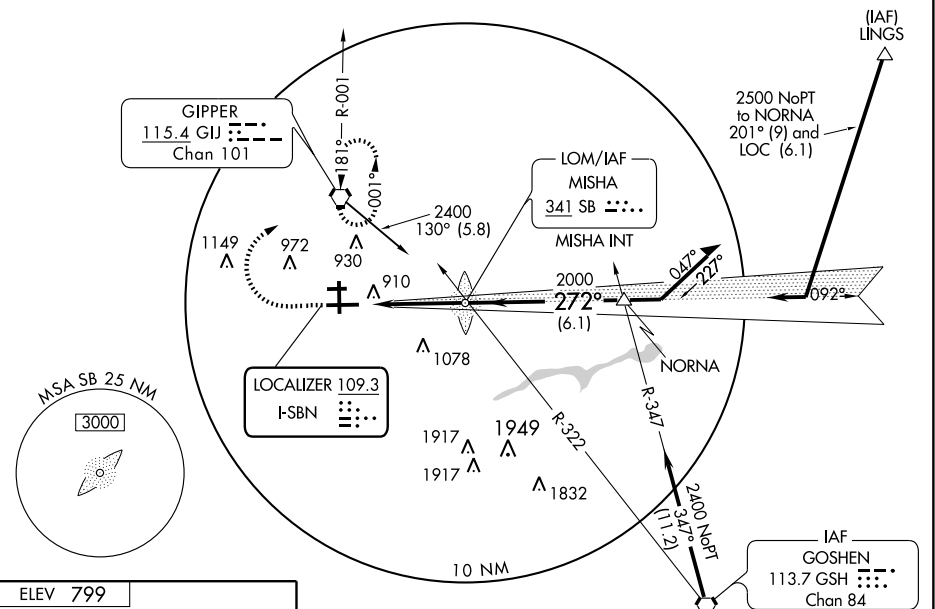
ILS or LOC RWY 27L  
SOUTH BEND RGNL (SBN)

**T** \* RVR 1800 authorized with the use of FD or AP  
**A** or HUD to DA.



**MISSED APPROACH:** Climb to 1200 then climbing right turn to 2400 direct GJJ VORTAC and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON* <b>118.55 257.8</b>	SOUTH BEND TOWER* <b>118.9 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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HIRL Rwy 9R-27L					
MIRL Rwy 18-36 and 9L-27R					
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

CATEGORY	A	B	C	D
S-ILS 27L	* 974/24 200 (200-½)			
S-LOC 27L	1200/24	426 (500-½)	1200/40 426 (500-¾)	1200/50 426 (500-1)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

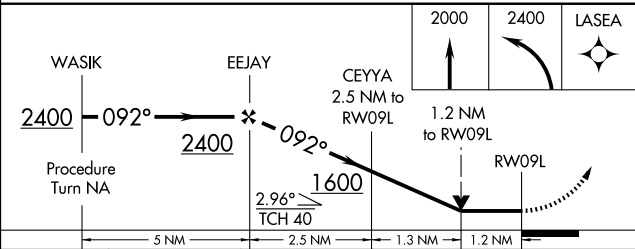
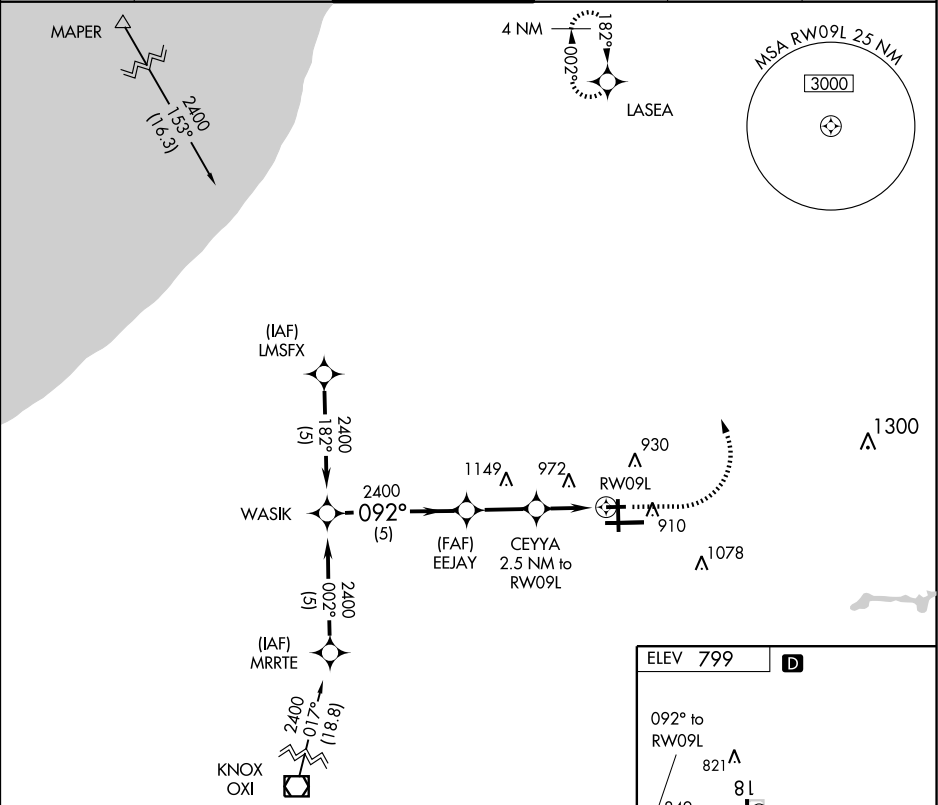
APP CRS	Rwy Idg	4300
092°	TDZE	788
	Apt Elev	799

# RNAV (GPS) RWY 9L

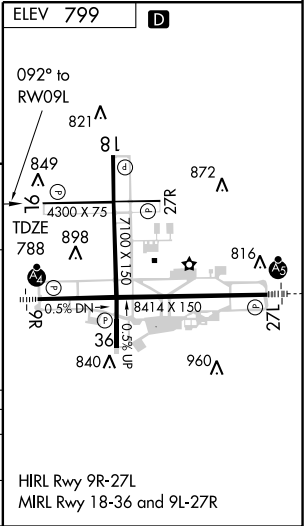
SOUTH BEND RGNL (SBN)

 GPS or RNP-0.3 required.  NA DME/DME RNP-0.3 NA. Straight-in minimums NA at night.	MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA WP and hold.
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ATIS 118.15	SOUTH BEND APP CON* 118.55 257.8	SOUTH BEND TOWER* 118.9 (CTAF) 257.8	GND CON 121.7	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
RNAV MDA	1220-1	432 (500-1)	1220-1 1/4	1220-1 1/2
CIRCLING	1260-1	1280-1	1280-1 1/2	1360-2
	461 (500-1)	481 (500-1)	481 (500-1 1/2)	561 (600-2)



WAAS CH <b>60908</b> <b>W09A</b>	APP CRS <b>092°</b>	Rwy Idg <b>8414</b> TDZE <b>790</b> Apt Elev <b>799</b>
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RNAV (GPS) RWY 9R  
SOUTH BEND RGNL (SBN)

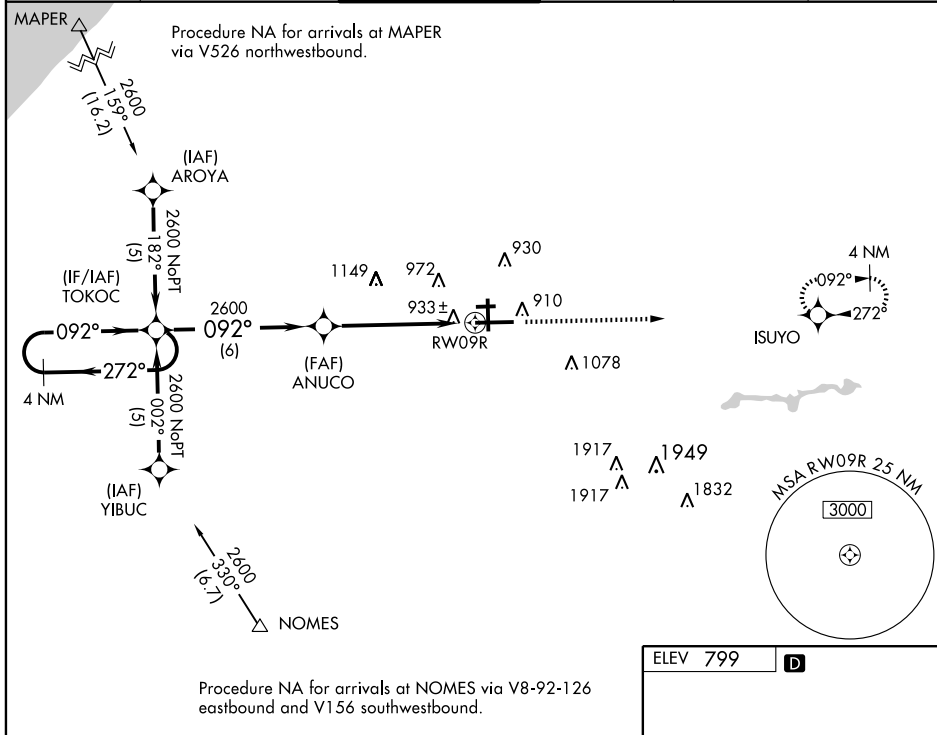
**T** Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.  
When VGSI inoperative, circling Rwy 27R NA at night. Inoperative  
table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.

MALSF



**MISSED APPROACH:** Climb to 2600 direct ISUYO WP and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	SOUTH BEND TOWER ★ <b>118.9 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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4 NM Holding Pattern

TOKOC

ANUCO

2600

092°

092°

GS 3.00° TCH 53

2600

\* 1.4 NM to RW09R

RW09R

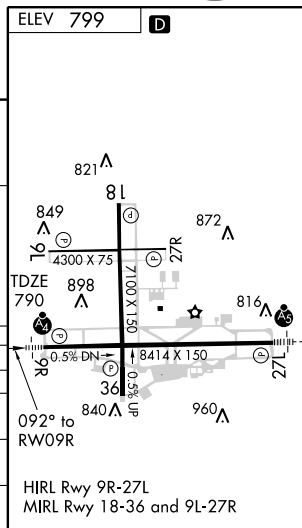
\* LNAV only

6 NM

4.1 NM

1.4

CATEGORY	A	B	C	D
LPV DA		1190-1½	400 (400-1½)	
LNAV/VNAV DA		1280-1¾	490 (500-1¾)	
LNAV MDA	1280-¾	490 (500-¾)	1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING		1280-1¾	481 (500-1¾)	1360-2 561 (600-2)



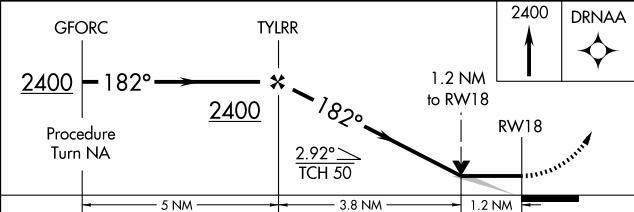
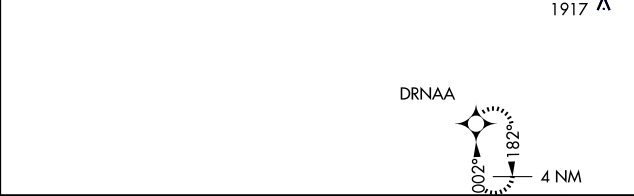
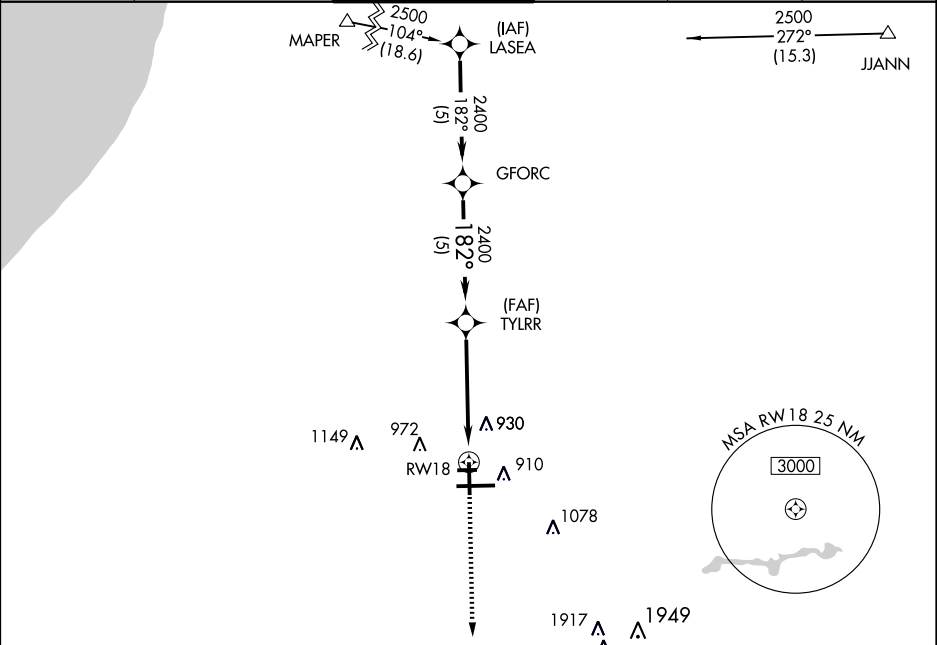
APP CRS	Rwy Idg	7100
182°	TDZE	799
	Apt Elev	799

# RNAV (GPS) RWY 18

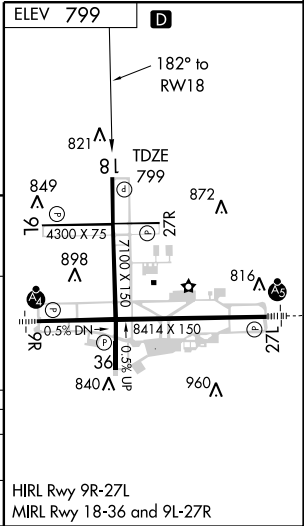
SOUTH BEND RGNL (SBN)

GPS or RNP-0.3 required.	MISSED APPROACH: Climb to 2400 direct DRNAA WP and hold.
NA	DME/DME RNP-0.3 NA.

ATIS 118.15	SOUTH BEND APP CON* 118.55 257.8	SOUTH BEND TOWER* 118.9 (CTAF) 257.8	GND CON 121.7	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAAV MDA	1240-1	441 (500-1)	1240-1 1/4 441 (500-1 1/4)	1240-1 1/2 441 (500-1 1/2)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1 1/2 481 (500-1 1/2)	1360-2 561 (600-2)



WAAS CH <b>50108</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg TDZE <b>774</b> Apt Elev <b>799</b>
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# RNAV (GPS) RWY 27L

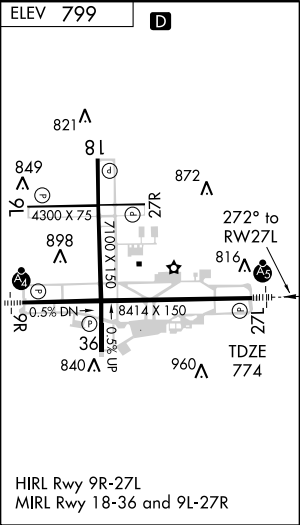
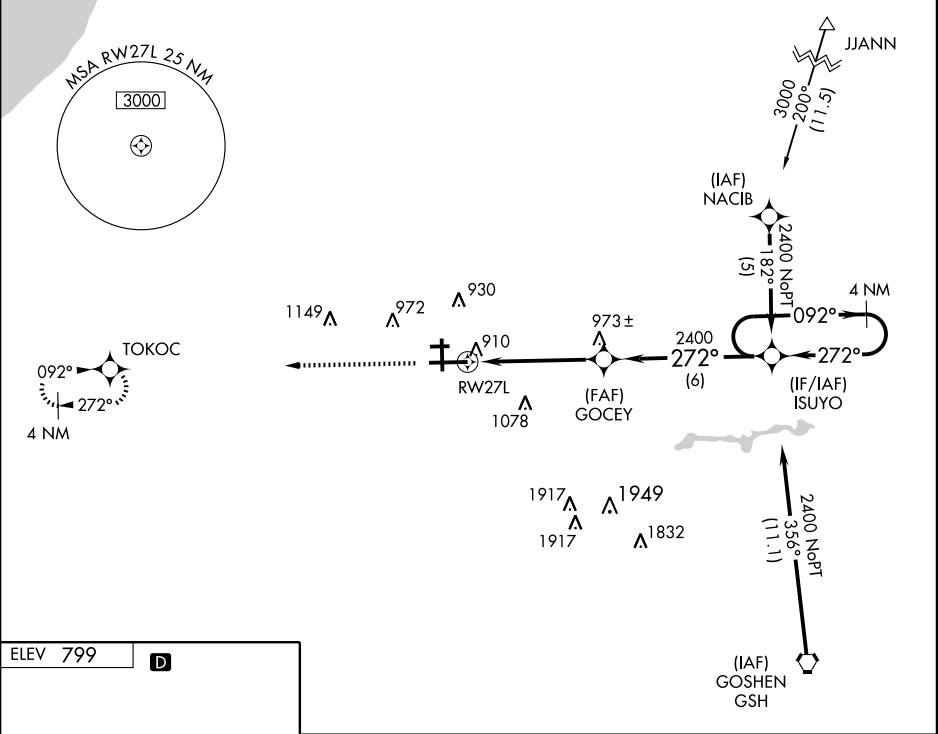
SOUTH BEND RGNL (SBN)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.  
When VGSI inoperative, circling Rwy 27R NA at night.  
For inoperative MALSR, increase LPV all cats visibility to RVR 4000.



MISSED APPROACH: Climb to 2600  
direct TOKOC WP and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON ★ <b>118.55 257.8</b>	SOUTH BEND TOWER ★ <b>118.9 (CTAF) 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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2600	TOKOC	GOCEY	ISUYO	4 NM Holding Pattern
* 1.4 NM to RW27L				
* LNAV only				
VGSI and RNAV Glidepath not coincident.				
GS 3.00° TCH 53				
CATEGORY	A	B	C	D
LPV DA	1030/24		256 (300-½)	
LNAV/VNAV DA	1160/40		386 (400-¾)	
LNAV MDA	1260/24	486 (500-½)	1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

APP CRS	Rwy Idg	<b>4300</b>
<b>272°</b>	TDZE	<b>788</b>
	Apt Elev	<b>799</b>

RNAV (GPS) RWY 27R  
SOUTH BEND RGNL (SBN)

**T** GPS or RNP-0.3 required.  
**A** NA DME/DME RNP-0.3 NA.  
 Straight-in minimums NA at night.

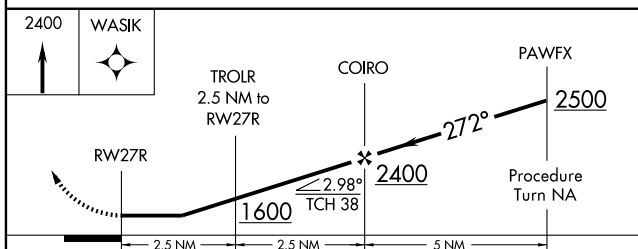
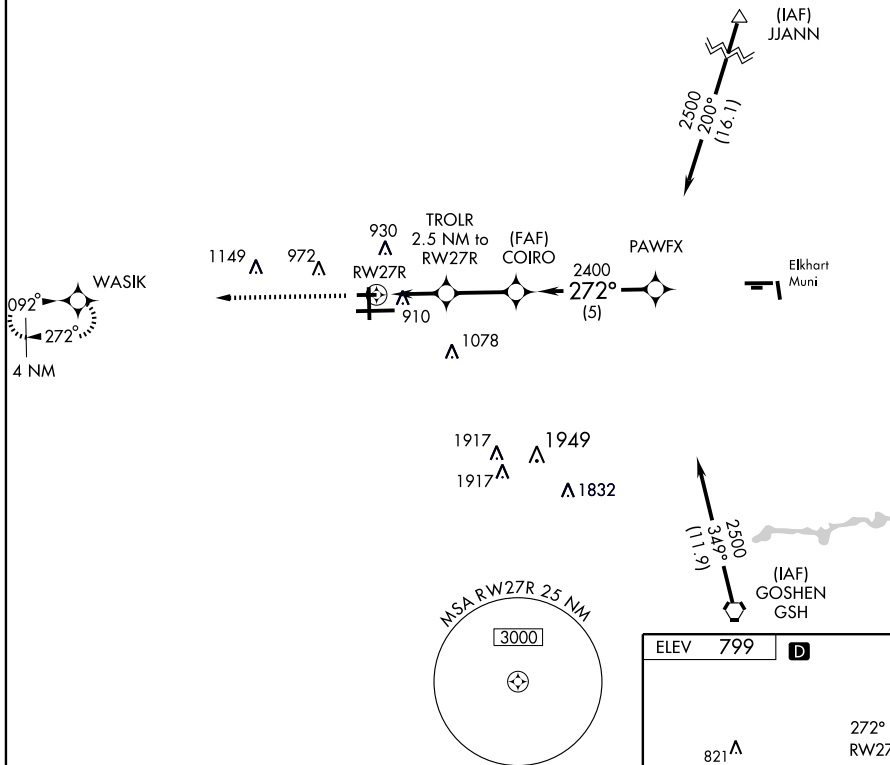
MISSED APPROACH: Climb to 2400 direct  
WASIK WP and hold.

ATIS  
118.15

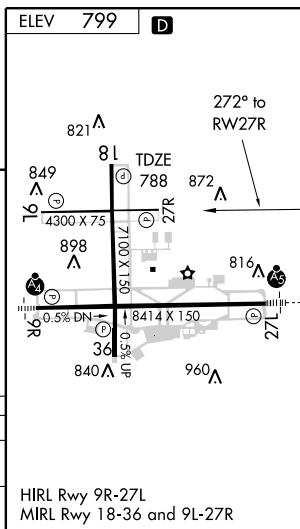
**SOUTH BEND APP CON★**  
**118.55 257.8**

SOUTH BEND TOWER★  
118.9 (CTAF) **L** 257.8

GND CON  
121.7

CLNC DE  
**121.9**UNICOM  
122.95

CATEGORY	A	B	C	D
LNAY MDA	1160-1 372 (400-1)			1160-1¼ 372 (400-1¼)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)



WAAS CH <b>69514</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>7100</b> <b>778</b> <b>799</b>
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# RNAV (GPS) RWY 36

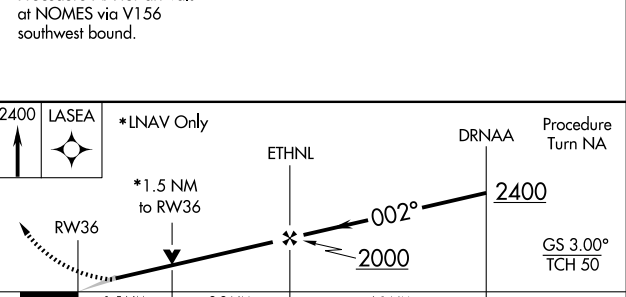
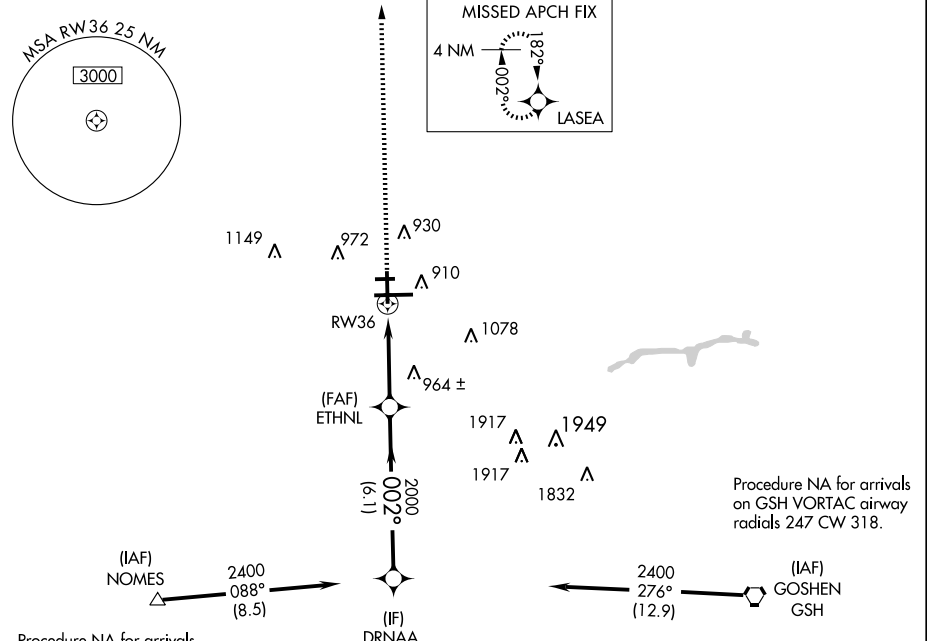
SOUTH BEND RGNL (SBN)

**▽**  
**△**

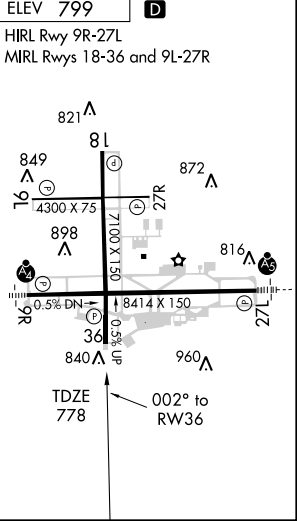
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F).  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct LASEA and hold.

ATIS <b>118.15</b>	SOUTH BEND APP CON* <b>118.55 257.8</b>	SOUTH BEND TOWER* <b>118.9 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1028-1 250 (300-1)			
LNAV/VNAV DA	1230-1¾ 452 (500-1¾)			
LNAV MDA	1280-1 502 (500-1)		1280-1½ 502 (500-1½)	
CIRCLING	1280-1 481 (500-1)		1280-1½ 561 (600-2)	





VORTAC GJ <b>115.4</b> Chan <b>101</b>	APP CRS <b>181°</b>	Rwy Idg <b>7100</b> TDZE <b>799</b> Apt Elev <b>799</b>
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VOR RWY 18  
SOUTH BEND RGNL (SBN)



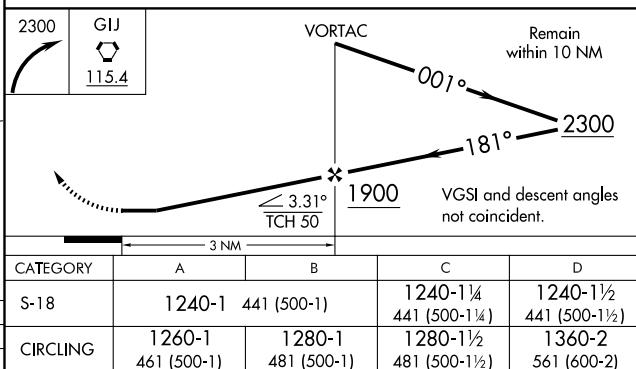
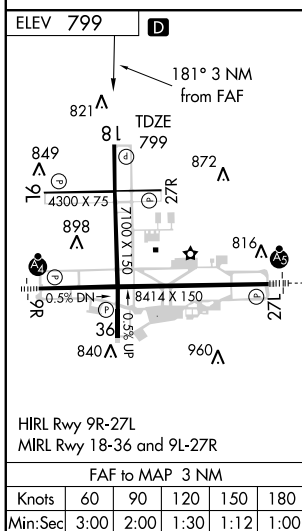
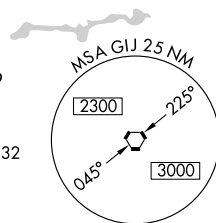
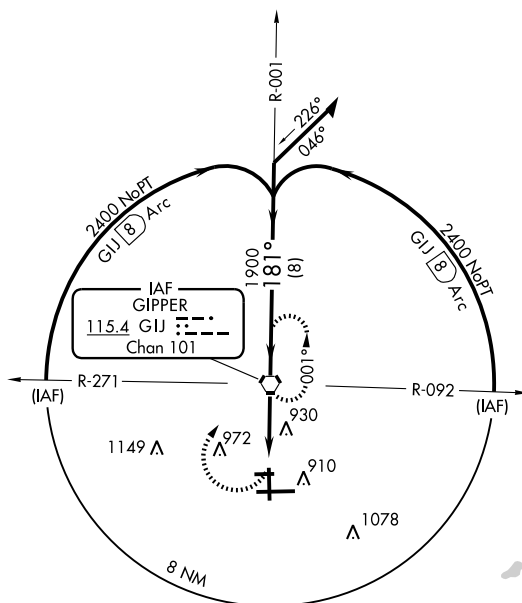
**MISSED APPROACH:** Climbing right turn to 2300 direct GJJ VORTAC and hold.

ATIS  
118-15

**SOUTH BEND APP CON★**  
**118-55 257-8**

SOUTH BEND TOWER★  
118.9 (CTAF) 257.8

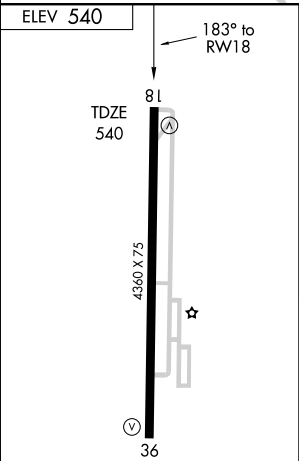
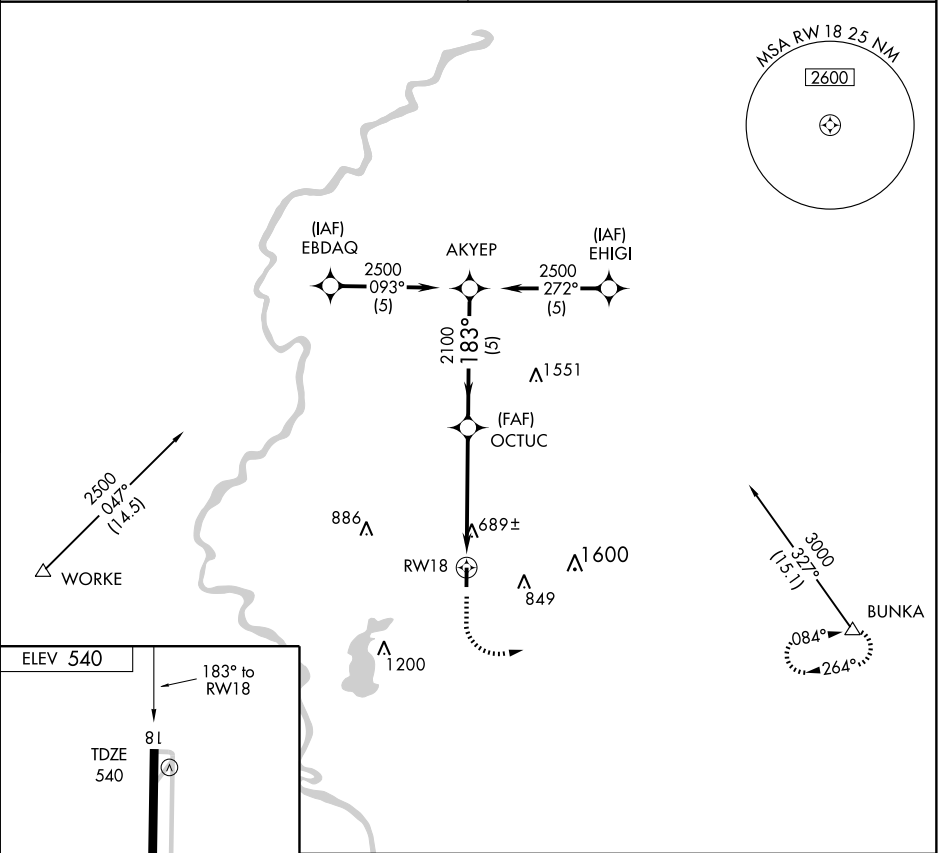
GND CON  
121-7

CLNC DEL  
121.9UNICOM  
122.95

GPS RWY 18  
SULLIVAN COUNTY (SIV)

APP CRS	Rwy Idg	4360
183°	TDZE	540
	Apt Elev	540

<div>▼</div> <div>▲ NA</div>	Use Terre Haute altimeter setting.	MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct BUNKA WP and hold.
HULMAN APP CON ★ 119.25 339.8		UNICOM 122.8 (CTAF) ①



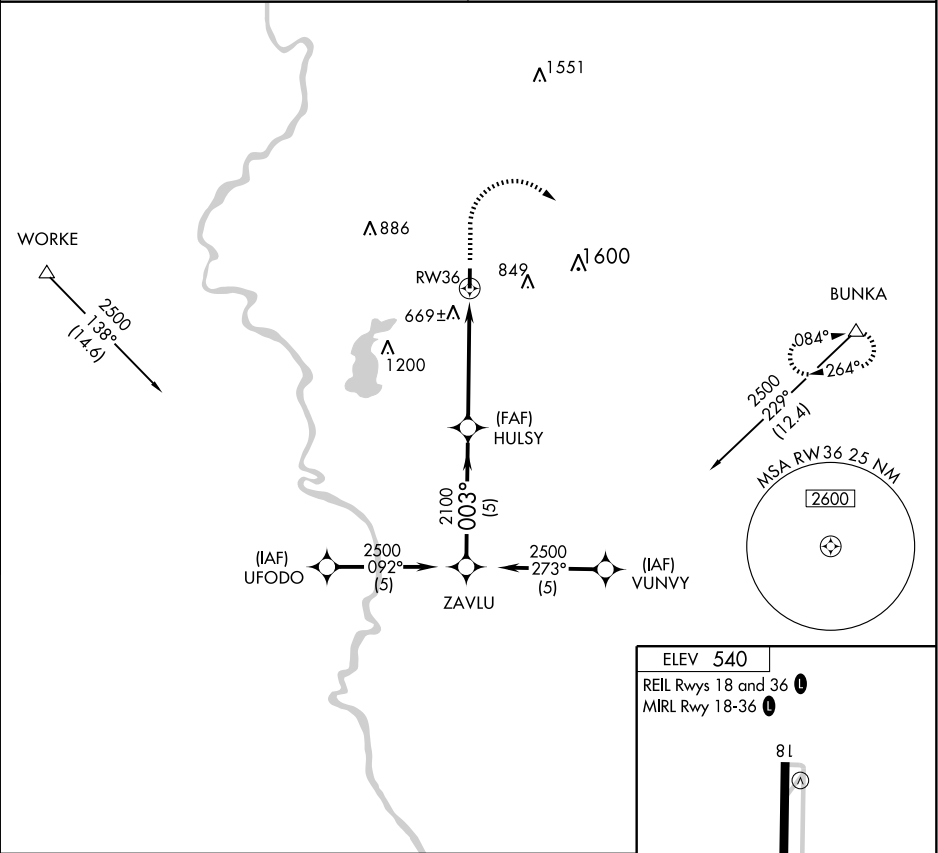
	1600	4000	BUNKA	
	▲	▲	▲	
	OCTUC			
	RW18			
	2100			
	183°			
	2500			
	AKYEP			
	Procedure Turn NA			
CATEGORY	A	B	C	D
S-18	1000-1	460 (500-1)	NA	
CIRCLING	1060-1	520 (600-1)	NA	

REIL Rwy 18 and 36 ①  
MIRL Rwy 18-36 ①

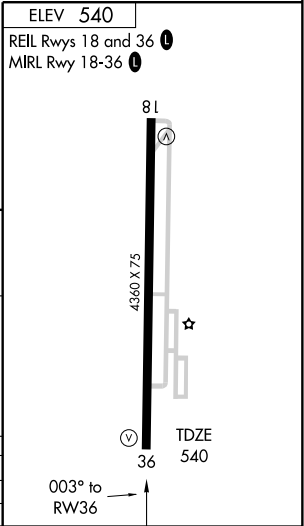
GPS RWY 36  
SULLIVAN COUNTY (SIV)

APP CRS	Rwy Idg	4360
003°	TDZE	540
	Apt Elev	540

<div>▼ ▲ NA</div> <div>Use Terre Haute altimeter setting.</div>	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct BUNKA WP and hold.
HULMAN APP CON ★ 119.25 339.8	UNICOM 122.8 (CTAF) ①



	ZAVLU	HULSY	RW36
	2500	2100	
	003°		
	5 NM	5 NM	
CATEGORY	A	B	C
S-36	980-1	440 (500-1)	NA
CIRCLING	1060-1	520 (600-1)	NA

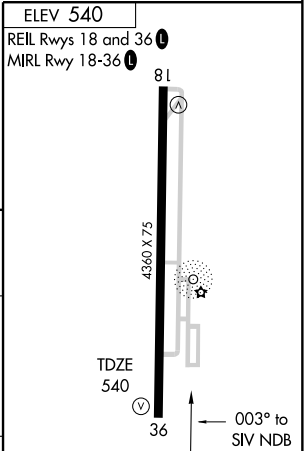
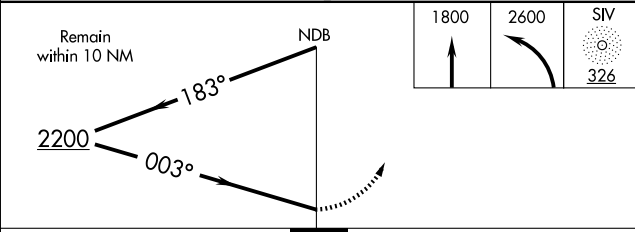
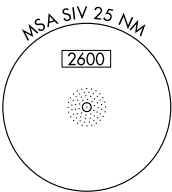
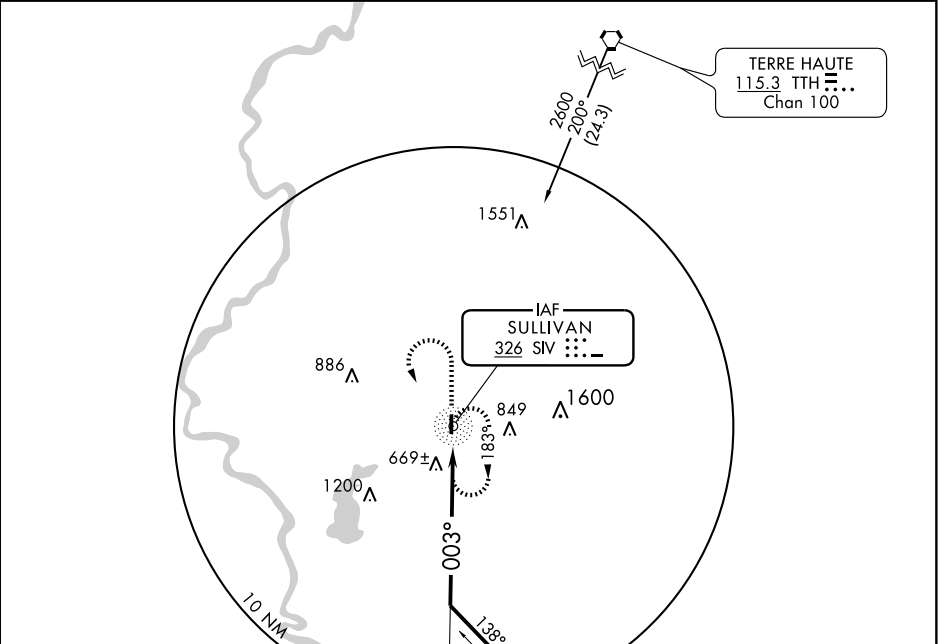


NDB RWY 36  
SULLIVAN COUNTY (SIV)

NDB SIV	APP CRS	Rwy Idg	4360
326	003°	TDZE	540
		Apt Elev	540

<div><div>▼</div><div>▲ NA</div></div> <div>Use Terre Haute altimeter setting.</div>	MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct SIV NDB and hold.
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HULMAN APP CON ★ 119.25 339.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
S-36	1080-1	540 (600-1)	NA		Min:Sec					
CIRCLING	1080-1	540 (600-1)	NA							

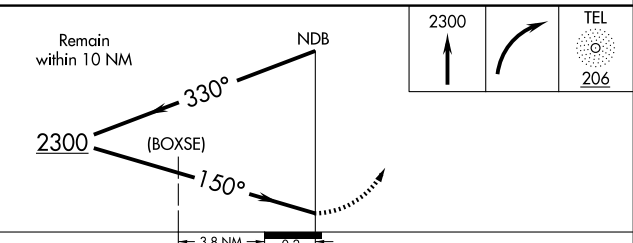
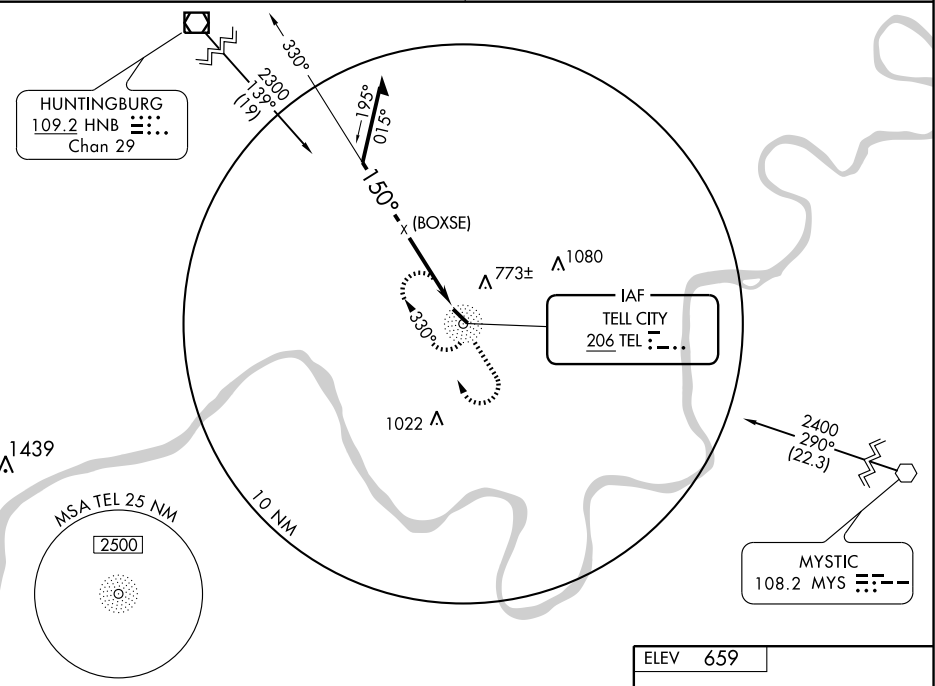


NDB TEL	APP CRS	Rwy Idg	4400
206	150°	TDZE	659
		Apt Elev	659

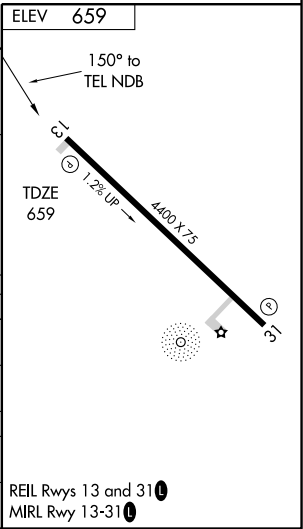
# NDB or GPS RWY 13

TELL CITY / PERRY COUNTY MUNI (TEL)

<div>▼</div> <div>▲ NA</div> <div>Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.</div>	MISSED APPROACH: Climb to 2300 then right turn direct TEL NDB and hold.
EVANSVILLE APP CON ★ 126.4 226.4	UNICOM 122.7 (CTAF) 0



CATEGORY	A	B	C	D
S-13	1140-1	481 (500-1)	1140-1¼ 481 (500-1¼)	NA
CIRCLING	1140-1	481 (500-1)	1140-1½ 481 (500-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-13	1260-1	601 (700-1)	1260-1¾ 601 (700-1¾)	NA
CIRCLING	1260-1 601 (700-1)	1280-1 621 (700-1)	1280-1¾ 621 (700-1¾)	NA



VOR/DME HNB	APP CRS	Rwy Idg	4400
109.2	318°	TDZE	659
Chan 29		Apt Elev	659

# VOR or GPS RWY 31

TELL CITY / PERRY COUNTY MUNI (TEL)

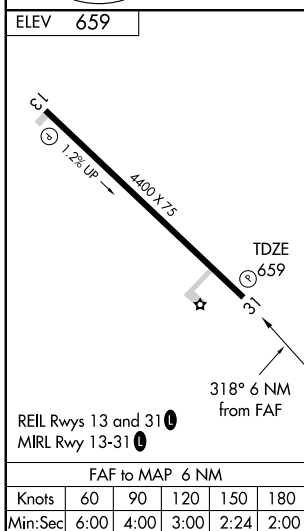
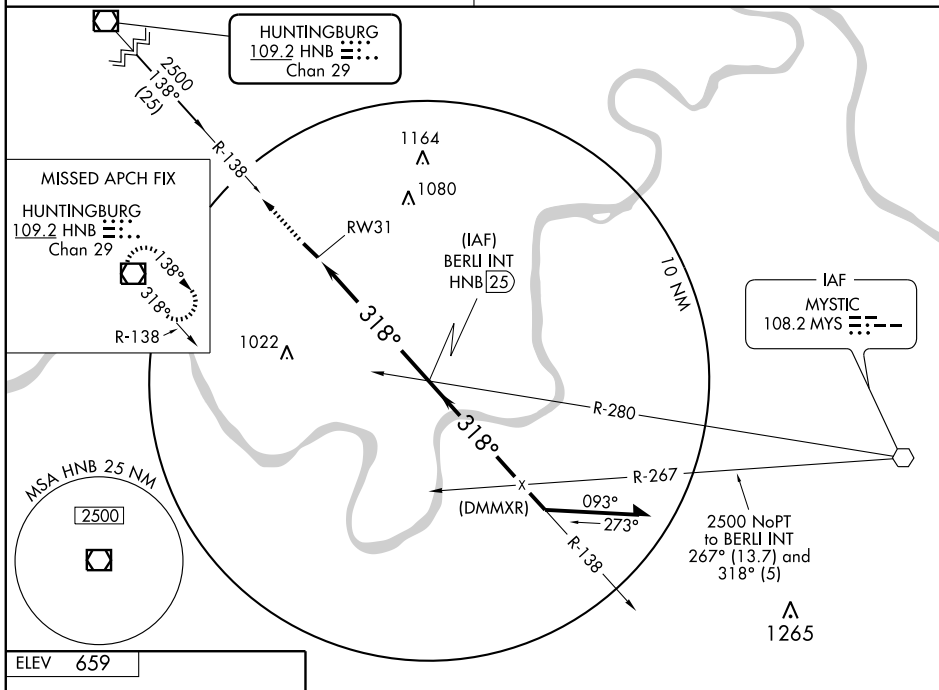
▼ Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

▲ NA

MISSED APPROACH: Climb to 2500 via HNB R-138 to HNB VOR/DME and hold.

EVANSVILLE APP CON ★  
126.4 226.4

UNICOM  
122.7 (CTAF) 0



	2500	HNB	BERLI INT HNB 25	Remain within 10 NM
	HNB R-138 109.2			
	RW31			
	6 NM	5 NM		
CATEGORY	A	B	C	D
S-31	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
CIRCLING	1240-1	581 (600-1)	1240-1½ 581 (600-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-31	1360-1	701 (800-1)	1360-2 701 (800-2)	NA
CIRCLING	1360-1	701 (800-1)	1360-2 701 (800-2)	NA

VORTAC TTH	APP CRS	Rwy Idg	N/A
115.3	120°	TDZE	N/A
Chan 100		Apt Elev	496

VOR-B

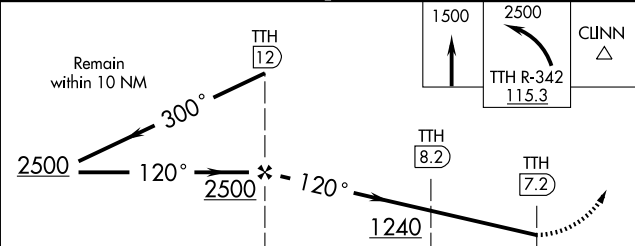
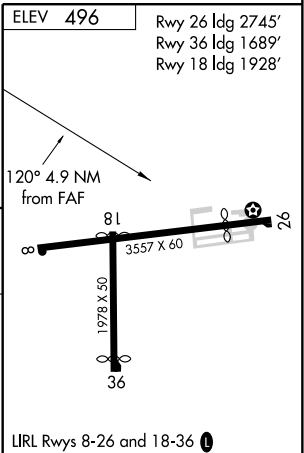
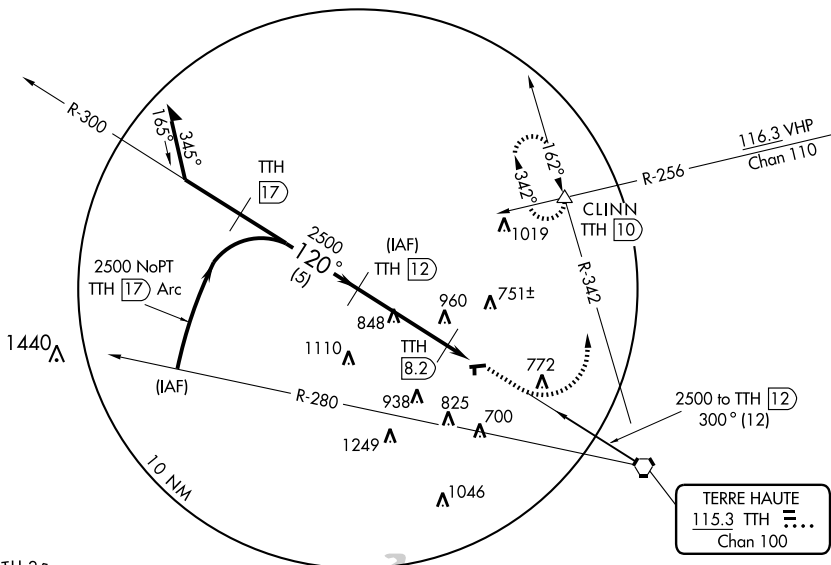
TERRE HAUTE/SKY KING (313)

▼ Use Terre Haute Intl altimeter setting.  
▲ NA Procedure NA at night.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via TTH R-342 to CUINN Int and hold.

HULMAN APP CON ★ 125.45 339.8	UNICOM 122.8 (CTAF) ①
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DME REQUIRED



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1100-1	604 (700-1)	NA		Min:Sec	4:54	3:16	2:27	1:58	1:38



▼

Use Terre Haute Int'l altimeter setting.

▲ NA

Procedure NA at night.

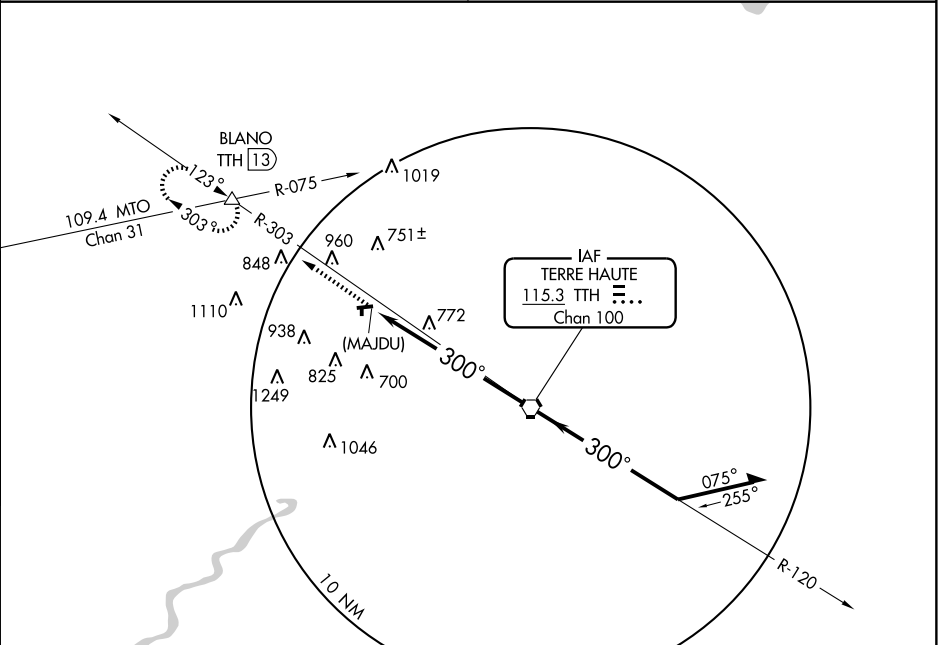
MISSED APPROACH: Climb to 2500 via TTH R-303 to BLANO Int'/TTH 13 DME and hold.

HULMAN APP CON★

125.45 339.8

UNICOM

122.8 (CTAF) 0



ELEV 496

Rwy 26 Idg 2745'

Rwy 36 Idg 1689'

Rwy 18 Idg 1928'

IIRL Rwy 8-26 and 18-36 0

FAF to MAP 6.7 NM					
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

2500

TTH R-303 115.3

BLANO

▲

(MAJDU) TTH 6.7

VORTAC

120°

300°

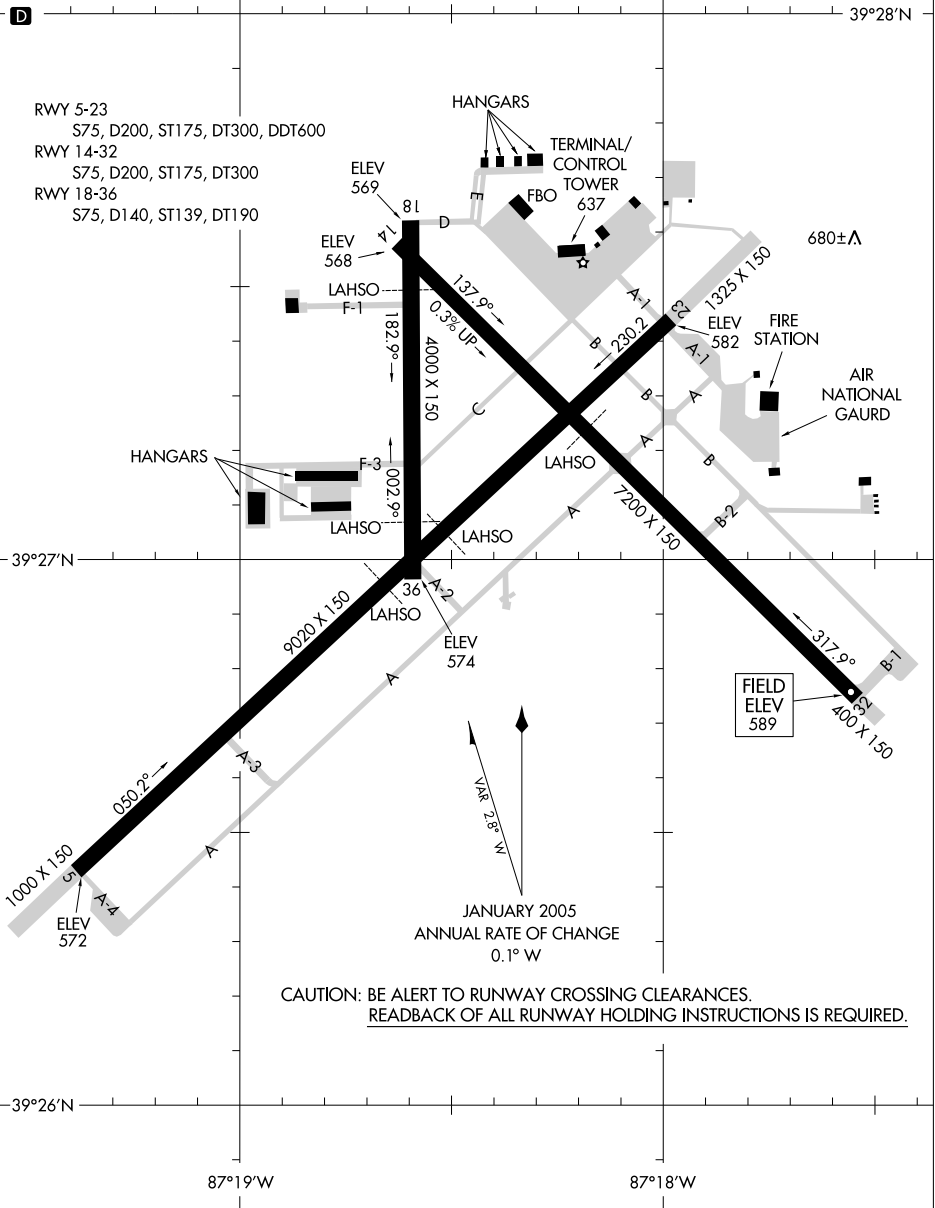
2500

6.7 NM

Remain within 10 NM

CATEGORY	A	B	C	D
CIRCLING	1100-1	604 (700-1)	NA	

ATIS  
 127.5 284.4  
 HULMAN TOWER  
 118.3 239.0  
 GND CON  
 121.6 348.6



EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-HUF <b><u>109.7</u></b>	APP CRS <b>049°</b>	Rwy Idg <b>9020</b> TDZE <b>573</b> Apt Elev <b>589</b>
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ILS or LOC RWY 5  
TERRE HAUTE INTL-HULMAN FIELD (HUF)

ASR

When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA/MDA 80 feet and S-LOC 5 Cats. C/D visibilities ¼ mile. For inoperative MALSR, when using Paris, IL altimeter setting increase S-ILS 5 all Cats. visibilities ½ mile.  
\* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

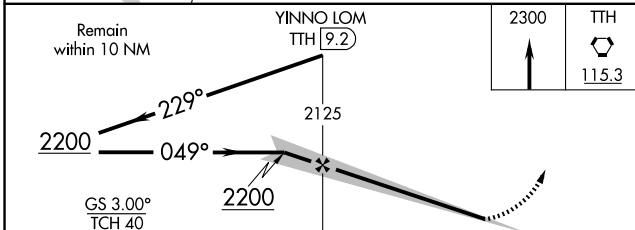
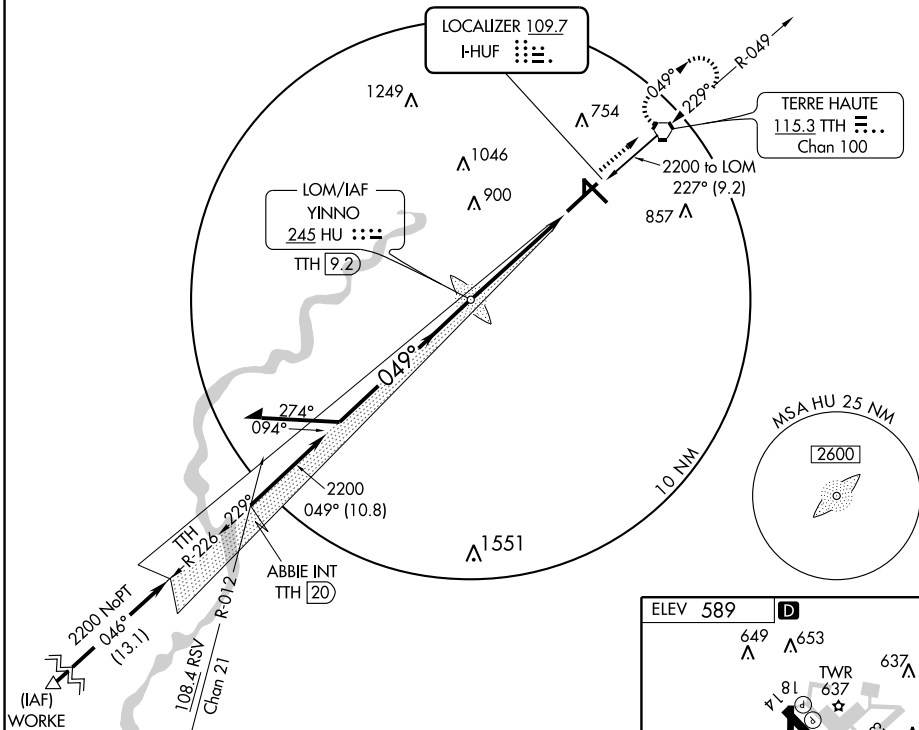
**MISSED APPROACH:** Climb to 2300  
direct TTH VORTAC and hold.

ATIS  
127.5 284.4

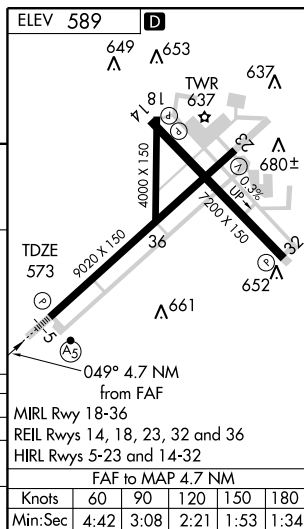
HULMAN APP CON ★  
125.45 339.8

HULMAN TOWER  
118.3 239.0

GND CON  
121.6 348.6



CATEGORY	A	B	C	D
S-ILS 5	* 773/24	200 (200-½)	* 803/24	230 (300-½)
S-LOC 5	920/24 347 (400-½)			920/40 347 (400-¾)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



LOC I-HUF <b>109.7</b>	APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>583</b> <b>589</b>
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LOC BC RWY 23  
TERRE HAUTE INTL-HULMAN FIELD (HUF)

**T** When local altimeter setting not received, use Paris  
altimeter setting and increase all MDA 80 feet and  
**A** increase S-23 Cat C and D visibility ¼ mile.  
ASR Circling NA for Cat E NW of Rwy 5-23.

**MISSED APPROACH:** Climb to 2000 then climbing left turn to 2400 direct TTH VORTAC and hold. (TACAN Aircraft climb to 2600 via TTH VORTAC R-228 to HIPPO/TTH 10 DME and hold.)

ATIS  
127.5 284.4

HULMAN APP CON ★  
125.45 339.8

HULMAN TOWER  
118.3 239.0

GND CON  
121.6 348.6

MSA T1H 25 NM

2600

## BACK COURSE

HUDOL  
TTH 10

IAF  
TERRE HAUTE  
115.3 TTH ...  
Chan 100

LOCALIZER 109.7  
I-HUF

TACAN MISSED  
APCH FIX

HIPPO  
TTH 10

ELEV 589

**D**

229° 3 NM  
from FAF

PROCEDURE TURN NA FOR CAT E,  
1600 Δ DME or RADAR REQUIRED.

2000

2400

TTH

VORTAC

Remain  
within 10 NM

VGSI and descent  
angles not coincident

1

2400

Disregard GS indications.

MIRL Rwy 18-36  
REIL Rwys 14, 18, 23, 32 and 36  
HIRL Rwys 5-23 and 14-32

FAF to MAP 2.3 NM

Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46

CATEGORY	A	B	C	D	E
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)	980-1½ 397 (400-1½)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	1220-2¼ 631 (700-2¼)

WAAS CH <b>82109</b> <b>W05A</b>	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>573</b> <b>589</b>
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RNAV (GPS) RWY 5  
TERRE HAUTE INTL-HULMAN FIELD (HUF)

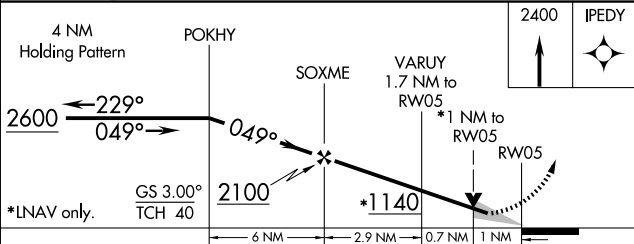
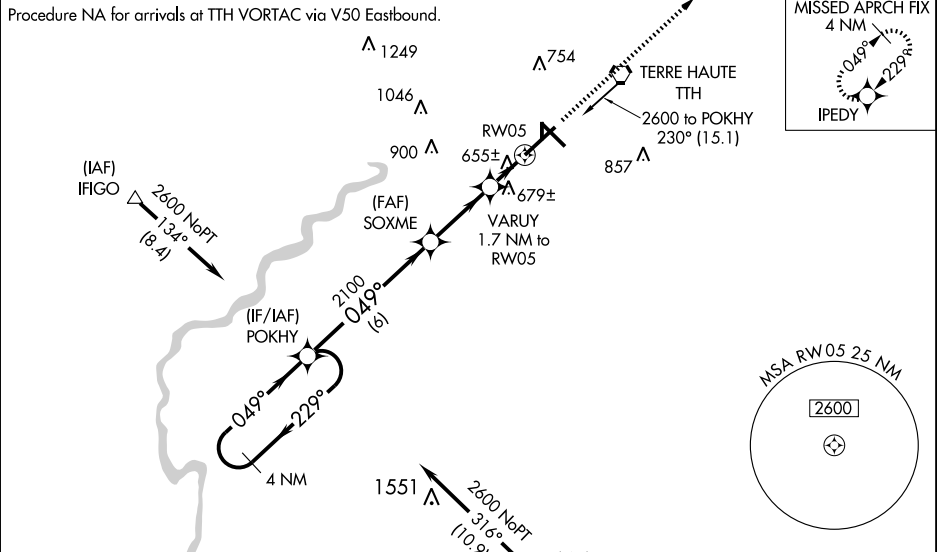
▼  
▲  
ASR

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 ft., LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 80 ft. and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, when using Paris altimeter setting, increase LPV all Cats visibility to RVR 6000.

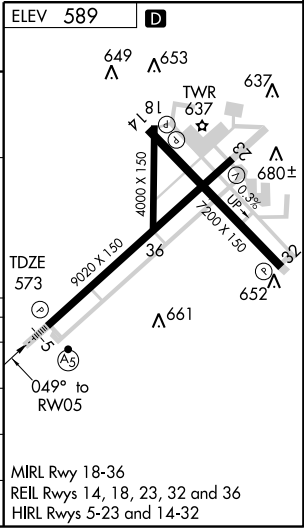
MALSR

MISSED APPROACH:  
Climb to 2400 direct IPEDY and hold.

ATIS <b>127.5 284.4</b>	HULMAN APP CON ★ <b>125.45 339.8</b>	HULMAN TOWER <b>118.3 239.0</b>	GND CON <b>121.6 348.6</b>
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CATEGORY	A	B	C	D
LPV DA	875/24		302 (300-½)	
LNAV/VNAV DA	924/40		351 (400-¾)	
LNAV MDA	940/24		367 (400-½)	
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	940/50 367 (400-1) 1140-2 551 (600-2)



MIRL Rwy 18-36  
REIL Rwy 14, 18, 23, 32 and 36  
HIRL Rwy 5-23 and 14-32

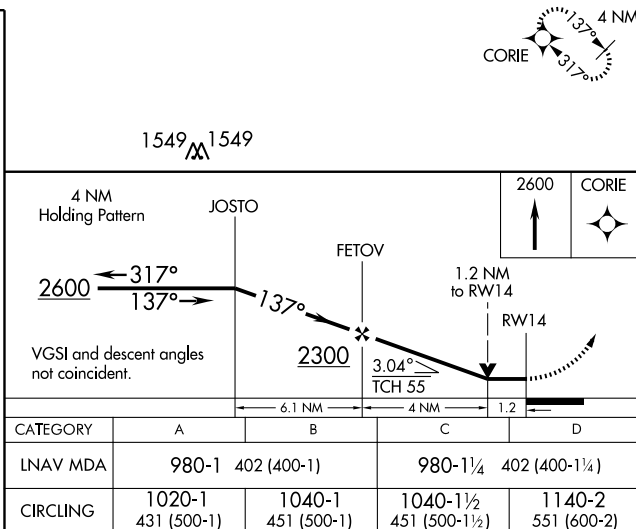
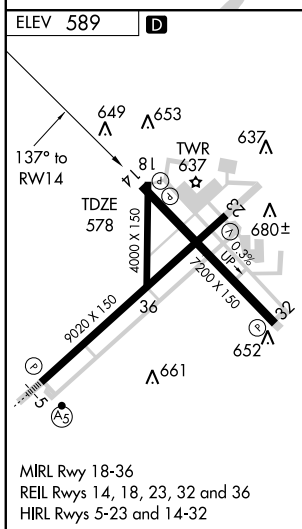
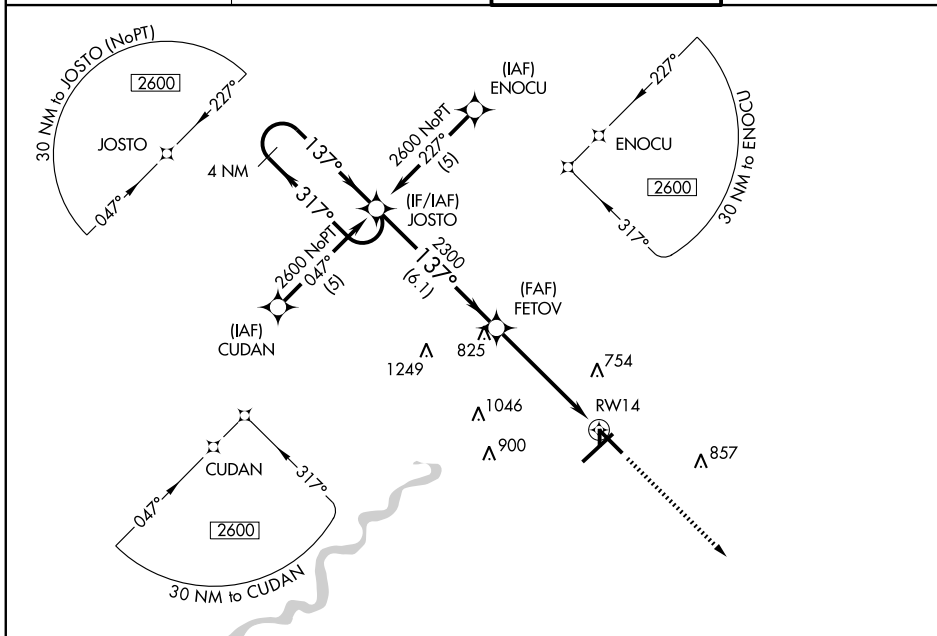
APP CRS <b>137°</b>	Rwy Idg TDZE Apt Elev	<b>7200</b> <b>578</b> <b>589</b>
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**RNAV (GPS) RWY 14**  
TERRE HAUTE INTL-HULMAN FIELD (HUF)

	When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile.
	DME/DME RNP-0.3 NA.
ASR	VDP NA with Paris, IL altimeter setting.

MISSED APPROACH: Climb to 2600 direct CORIE and hold.

<p>ATIS</p> <p><b>127.5 284.4</b></p>	<p>HULMAN APP CON ★</p> <p><b>125.45 339.8</b></p>	<p>HULMAN TOWER</p> <p><b>118.3 239.0</b></p>	<p>GND CON</p> <p><b>121.6 348.6</b></p>
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APP CRS <b>229°</b>	Rwy Idg TDZE Apt Elev	<b>9020</b> <b>583</b> <b>589</b>
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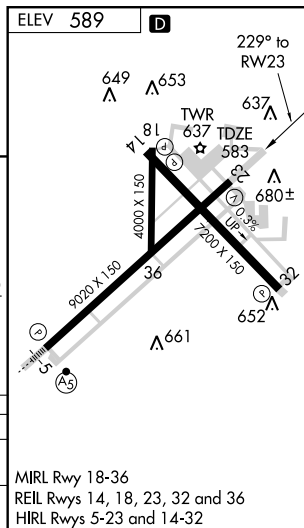
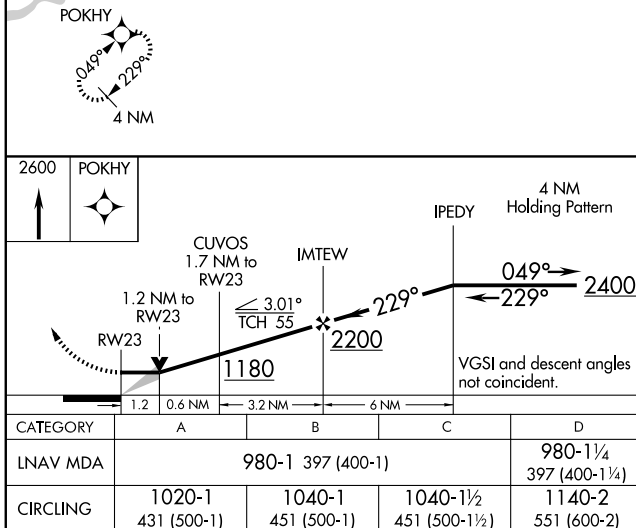
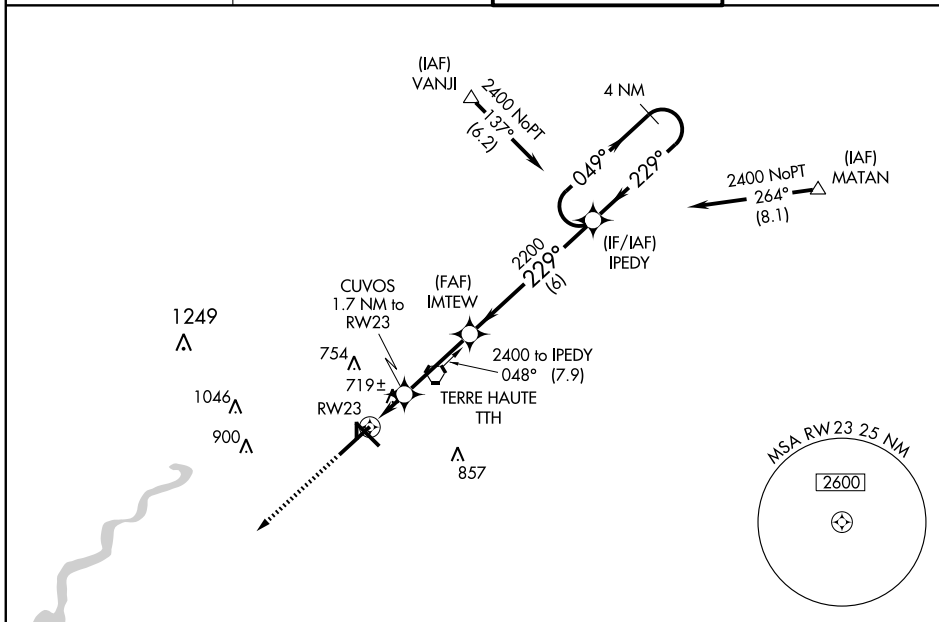
# RNAV (GPS) RWY 23

## TERRE HAUTE INTL-HULMAN FIELD (HUF)

**T** DME/DME RNP-0.3 NA.  
**A** When local altimeter setting not received, use Paris altimeter setting and  
 ASR increase all MDA 80 feet and LNAV visibility Cats C and D ¼ mile.  
 VDP NA when using Paris altimeter setting.

**MISSED APPROACH:** Climb to 2600 direct POKHY and hold.

ATIS 127.5 284.4	HULMAN APP CON ★ 125.45 339.8	HULMAN TOWER 118.3 239.0	GND CON 121.6 348.6
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APP CRS	Rwy Idg	7200
317°	TDZE	589
	Apt Elev	589

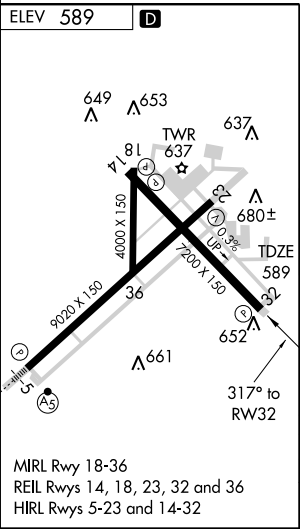
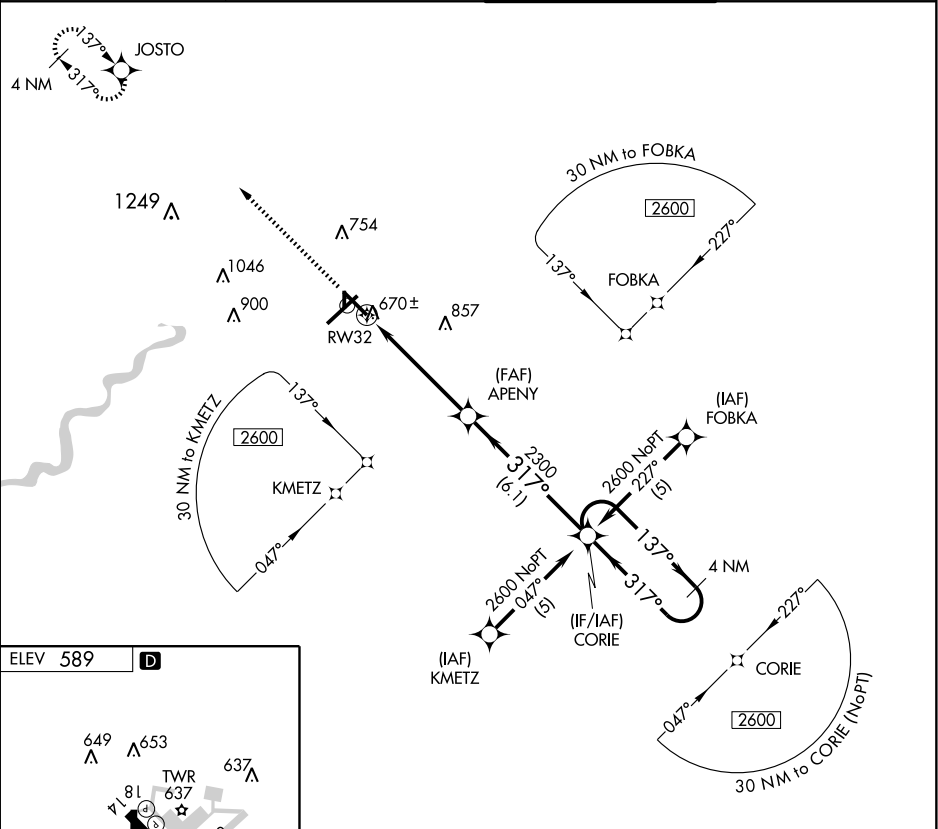
# RNAV (GPS) RWY 32

TERRE HAUTE INTL-HULMAN FIELD (HUF)

**⚠** When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities ¼ mile.  
**ASR** DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2600 direct JOSTO and hold.

ATIS 127.5 284.4	HULMAN APP CON ★ 125.45 339.8	HULMAN TOWER 118.3 239.0	GND CON 121.6 348.6
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2600	JOSTO	CORIE 4 NM Holding Pattern			
RW32		APENY	CORIE		
3.04° TCH 50		2300	137° → 2600		← 317°
5.1 NM		6.1 NM	C		D
CATEGORY	A	B	C	D	
LNAV MDA	920-1 331 (400-1)				
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	



VORTAC TTH	Rwy Idg	9020
115.3	TDZE	573
Chan 100	APP CRS	048°
	Apt Elev	589

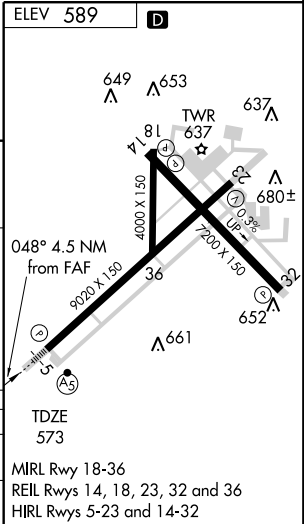
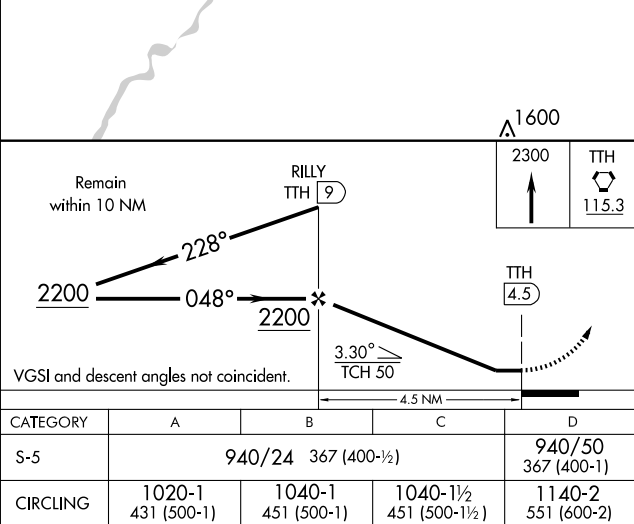
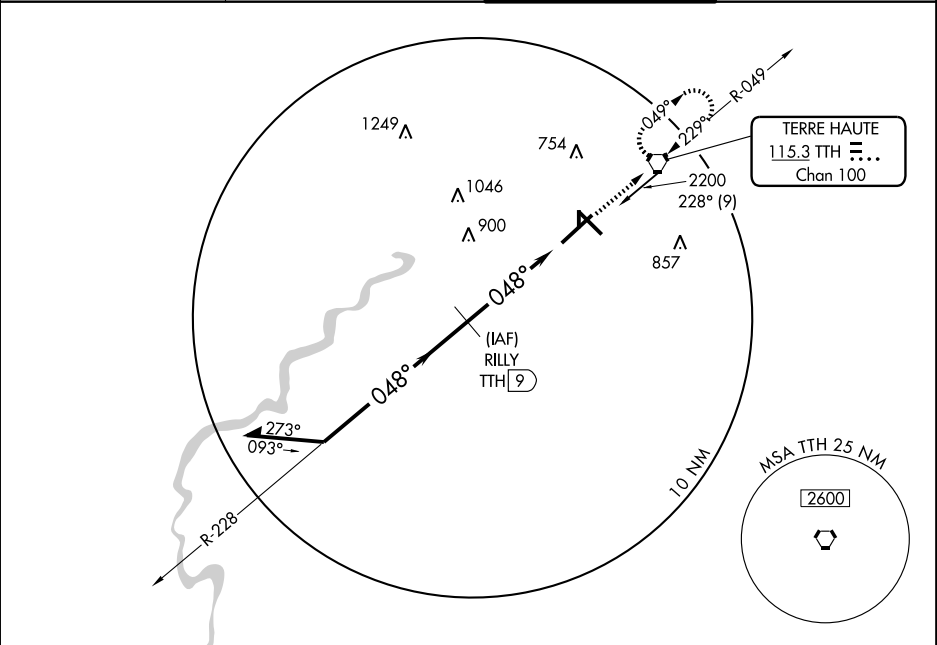
VOR/DME RWY 5  
TERRE HAUTE INTL-HULMAN FIELD (HUF)

For inoperative MALSR, increase S-5 Cat D visibility to RVR 6000.  
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase S-5 Cat C visibility ¼ mile.



MISSED APPROACH: Climb to 2300  
direct TTH VORTAC and hold.

ATIS 127.5 284.4	HULMAN APP CON ★ 125.45 339.8	HULMAN TOWER 118.3 239.0	GND CON 121.6 348.6
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When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats. C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

ATIS 127.5 284.4	HULMAN APP CON ★ 125.45 339.8	HULMAN TOWER 118.3 239.0	GND CON 121.6 348.6
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ELEV 589

D

229° 3 NM from FAF

MIRL Rwy 18-36  
REIL Rwy 14, 18, 23, 32 and 36  
HIRL Rwy 5-23 and 14-32

FAF to MAP 3 NM

Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

2300

TTH 115.3

VORTAC

Remain within 10 NM

049°

229°

2300

1700

3.39°

TCH 31

3 NM

CATEGORY	A	B	C	D
S-23	980-1	397 (400-1)		980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 22 OCT 2009 to 19 NOV 2009

LOC I-VPZ  
**109.7**

APP CRS  
**272°**

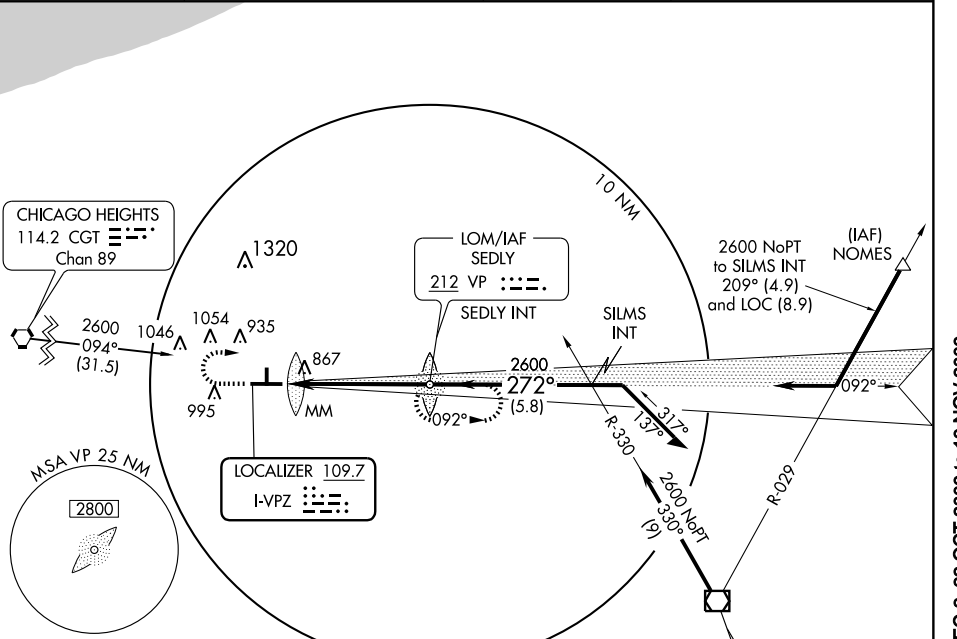
Rwy Idg  
TDZE  
Apt Elev  
**6500**  
**770**  
**771**

▼  
▲

MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn at 2600 direct SEDLY LOM and hold.

ASOS <b>125.875</b>	SOUTH BEND APP CON ★ <b>132.05 257.8</b>	CLNC DEL <b>120.525</b>	UNICOM <b>122.725 (CTAF) 1</b>
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ELEV 771 D

81

4001 X 75

7001 X 150

36

809

TDZE 770

272° 5.3 NM from FAF

HIRL Rwy 9-27 1

MIRL Rwy 18-36 1

REIL Rwy 9, 18 and 36 1

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

ADF REQUIRED

1400

2600

VP

LOM/INT

2528

092°

2600

272°

2600

GS 3.00° TCH 51

MM

0.5

4.8 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)			1120-¾ 350 (400-¾)
CIRCLING	1260-1 489 (500-1)	1300-1 529 (600-1)	1300-1½ 529 (600-1½)	1360-2 589 (600-2)

EC-2: 22 OCT 2009 to 19 NOV 2009

WAAS CH 42606 W09A	APP CRS 092°	Rwy Idg TDZE Apt Elev	6500 769 770
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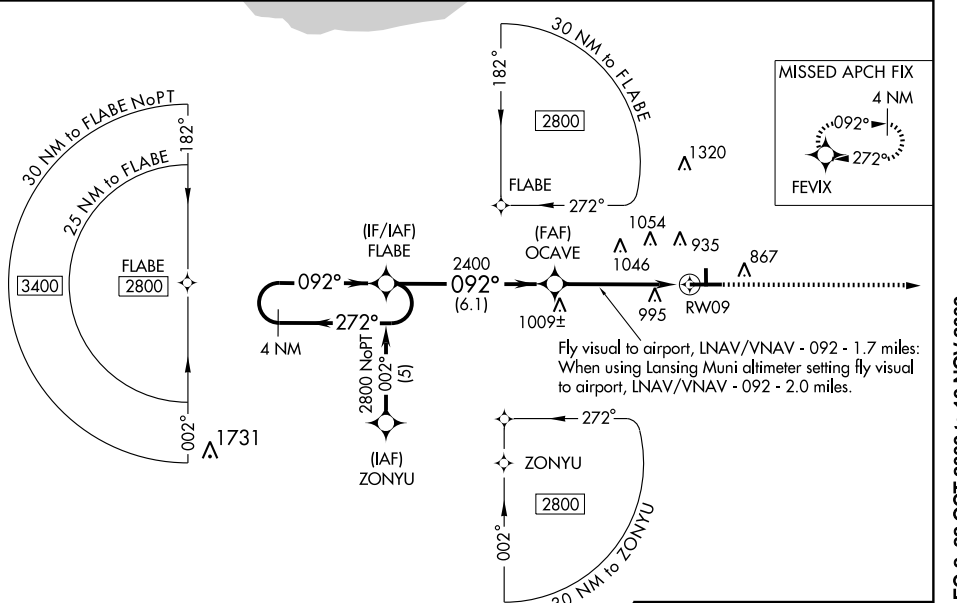
▼

▲

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2600 direct FEVIX and hold.

ASOS 125.875	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 120.525	UNICOM 122.725 (CTAF) ①
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Fly visual to airport, LNAV/VNAV - 092 - 1.7 miles: When using Lansing Muni altimeter setting fly visual to airport, LNAV/VNAV - 092 - 2.0 miles.

4 NM Holding Pattern

FLABE

OCAVE

RW09

2800

2400

GS 3.00° TCH 45

\*1.4 NM to RW09

\*LNAV only.

6.1 NM

3.5 NM

1.4

ELEV 770

D

2600

FEVIX

092° to RW09

81

4001 X 75

7001 X 150

36

809

27

TDZE 769

HIRL Rwy 9-27 ①

MIRL Rwy 18-36 ①

REIL Rws 9, 18 and 36 ①

CATEGORY	A	B	C	D
LPV DA	1038-1		269 (300-1)	
LNAV/VNAV DA	1369-2		600 (600-2)	
LNAV MDA	1260-1	491 (500-1)	1260-1½ 491 (500-1½)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

EC-2: 22 OCT 2009 to 19 NOV 2009

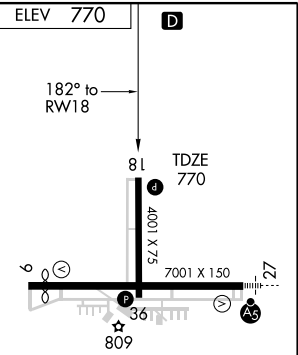
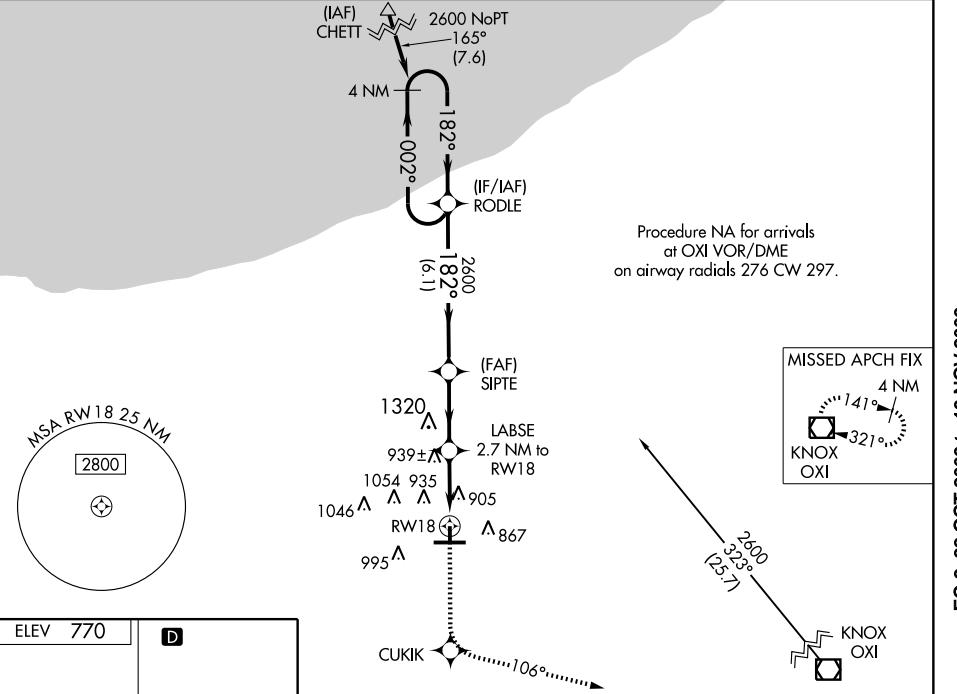
T

A

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cuts visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH:  
Climb to 2600 direct CUKIK  
and via 106° track to  
OXI VOR/DME and hold.

ASOS 125.875	SOUTH BEND APP CON ★ 132.05 257.8	CLNC DEL 120.525	UNICOM 122.725 (CTAF) 1
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HIRL Rwy 9-27 1 MIRL Rwy 18-36 1 REIL Rwy 9, 18 and 36 1	CATEGORY			
	LPV DA	1120-1¼	350 (400-1¼)	NA
	LNAV/VNAV DA	1233-1¾	463 (500-1¾)	NA
	LVAV MDA	1200-1	430 (500-1)	NA
	CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA

WAAS CH <b>86806</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg <b>6500</b> TDZE <b>770</b> Apt Elev <b>770</b>
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## RNAV (GPS) RWY 27

VALPARAISO / PORTER COUNTY MUNI (VPZ)

- T** When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats, and circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR



**MISSED APPROACH:**

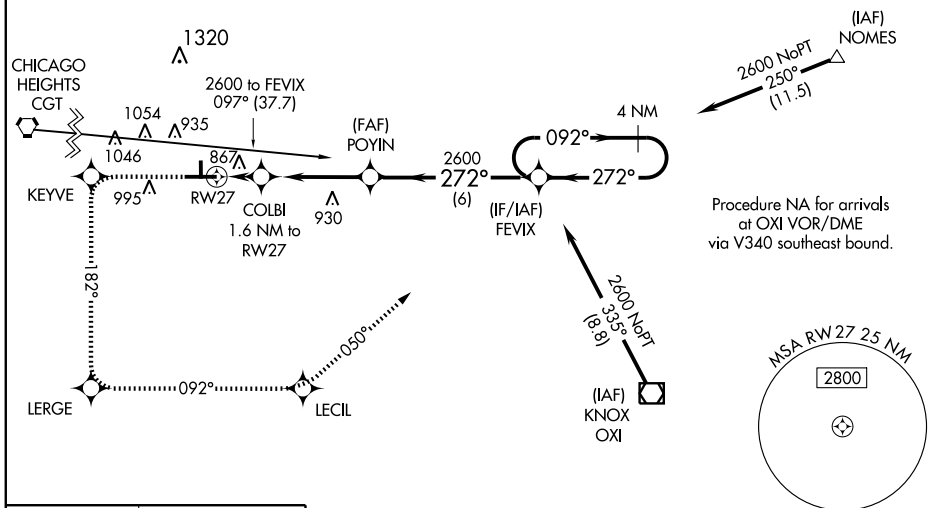
Climb to 2600 direct KEYVE and left turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.


ASOS  
125.875

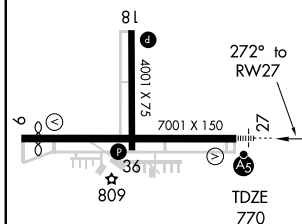
SOUTH BEND APP CON ★  
132.05 257.8

CLNC DEL  
**120.525**

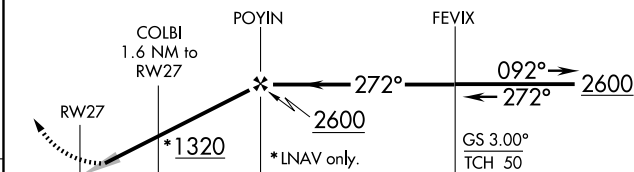
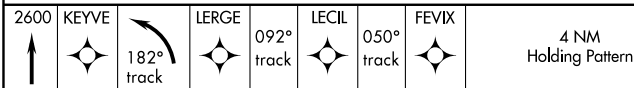
UNICOM  
122.725 (CTAF) **L**



ELEV	770	
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HIRL Rwy 9-27 **L**  
MIRL Rwy 18-36 **L**  
REIL Rwy 9, 18 and 36 **L**



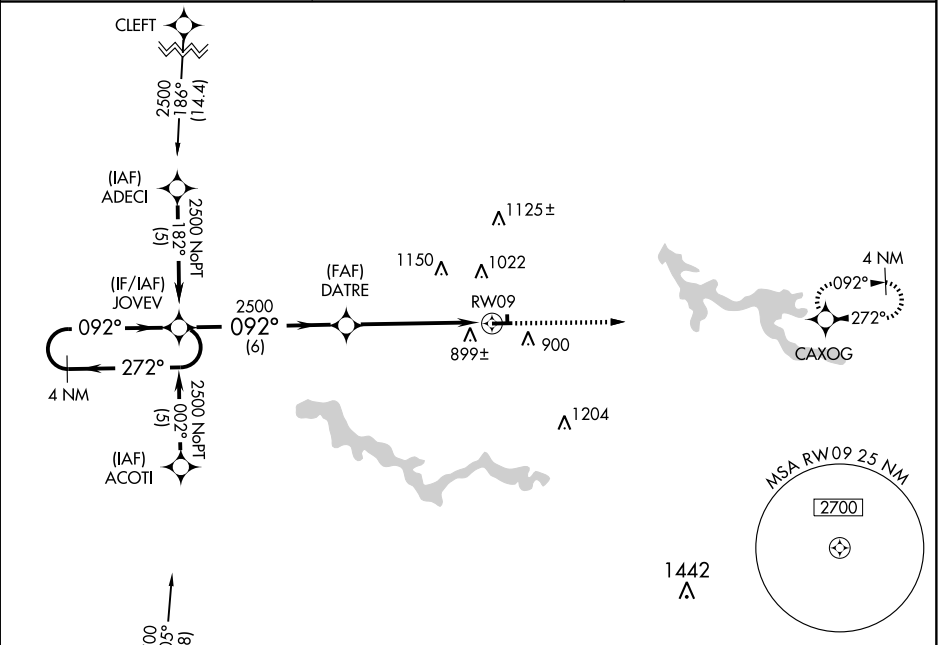
		1.6 NM	3.9 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	1020-½		250 (300 -½)		
RNAV/DA	1201-1		431 (500 -1)		
RNAV MDA	1180-½ 410 (500 -½)		1180-¾ 410 (500-¾)	1180-1 410 (500-1)	
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)	

NA

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500  
direct CAXOG WP and hold.

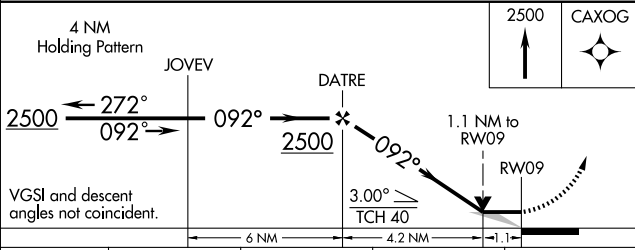
KOKOMO AWOS-3 113.5	GRISSOM APP CON* 121.05 379.3	UNICOM 122.8 (CTAF) 0
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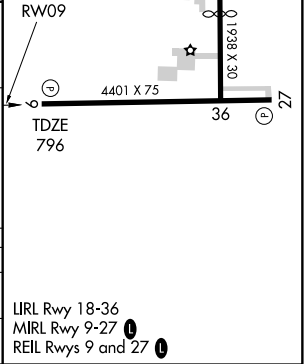
ELEV 796

Rwy 18 Idg 1536'

Procedure NA for arrival at OKK VORTAC on V285 southbound, and arrival on V96 southwestbound.



CATEGORY	A	B	C	D
LNNAV MDA	1160-1	364 (400-1)		NA
CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA



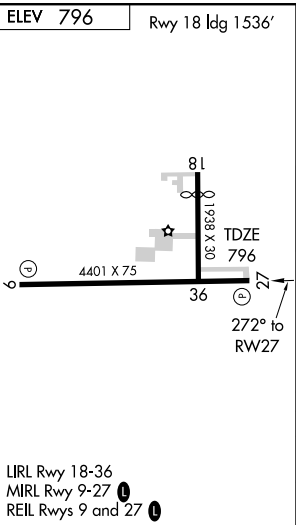
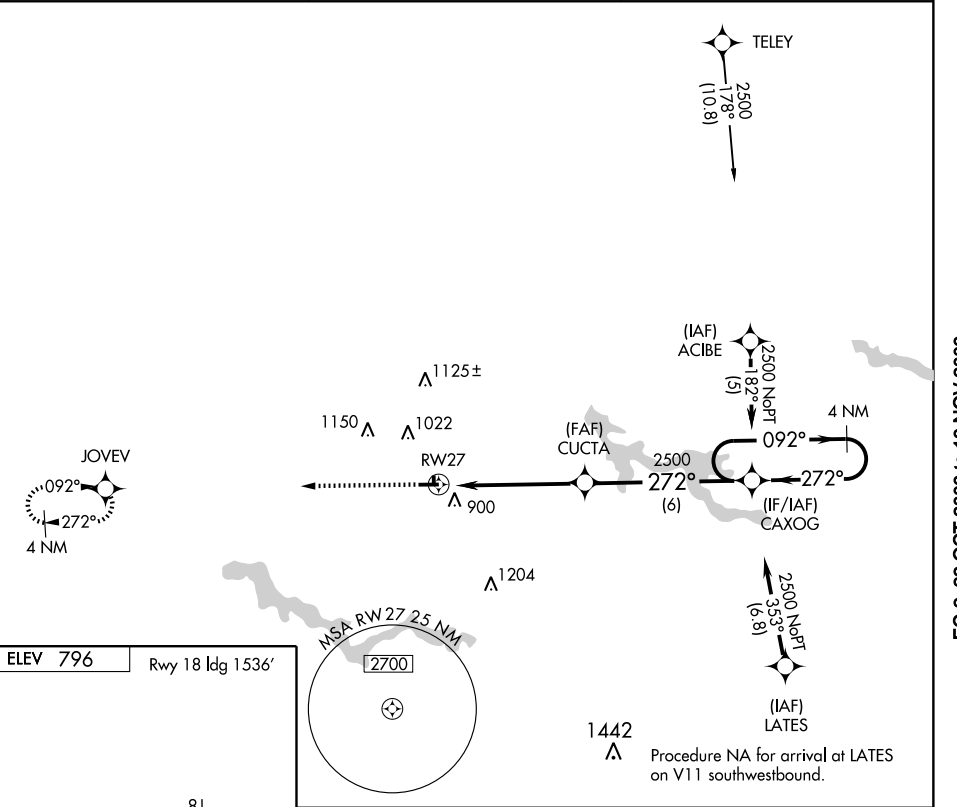
URL Rwy 18-36  
MRL Rwy 9-27 0  
REIL Rws 9 and 27 0



⚠ NA

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500  
direct JOVEV WP and hold.

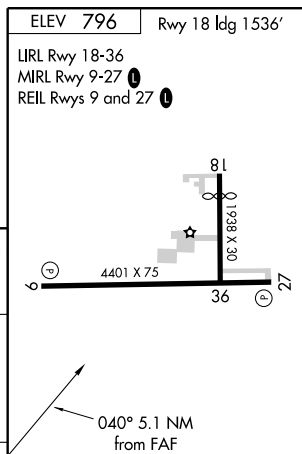
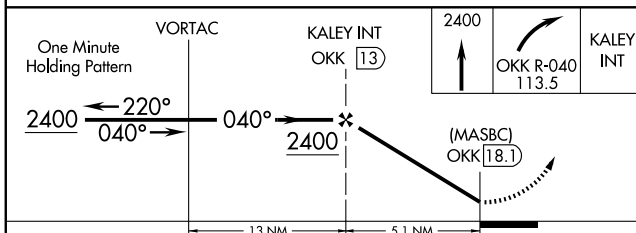
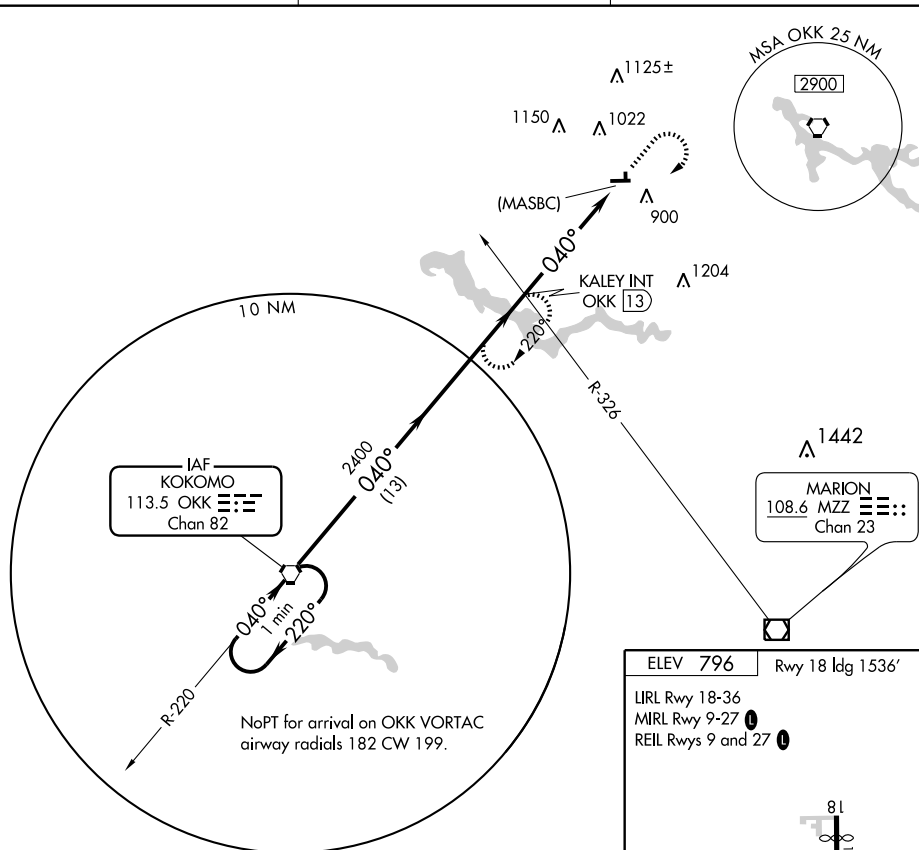
KOKOMO AWOS-3 113.5	GRISSOM APP CON* 121.05 379.3	UNICOM 122.8 (CTAF) 0
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2500	JOVEV	4 NM Holding Pattern			
					
CATEGORY	A	B	C	D	
LNAV MDA	1240-1	444 (500-1)	1240-1¼ 444 (500-1¼)	NA	
CIRCLING	1240-1 444 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA	



**MISSED APPROACH:** Climb to 2400 then right turn via OKK R-040 to KALEY and hold.

UNICOM  
122.8 (CTAF) **L**

CATEGORY	A	B	C	D	FAF to MAP 5.1 NM					
CIRCLING	1300-1	505 (600-1)	1420-1 $\frac{3}{4}$ 625 (700-1 $\frac{3}{4}$ )	NA	Knots	60	90	120	150	180
					Min:Sec	5:06	3:24	2:33	2:02	1:42

WARSAW, INDIANA

AL-5282 (FAA)

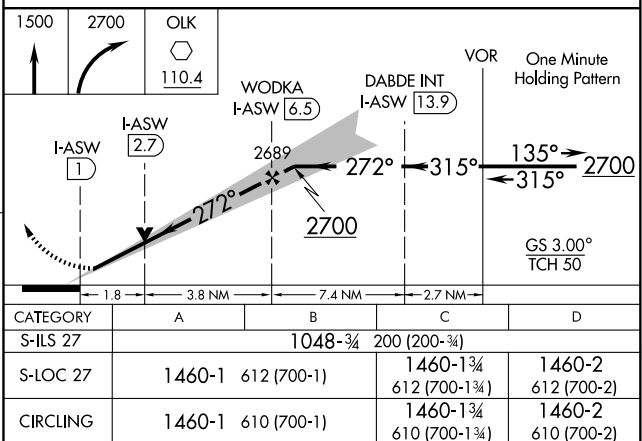
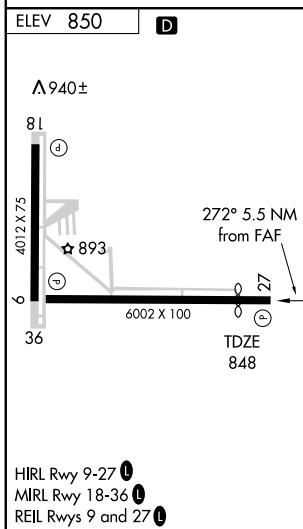
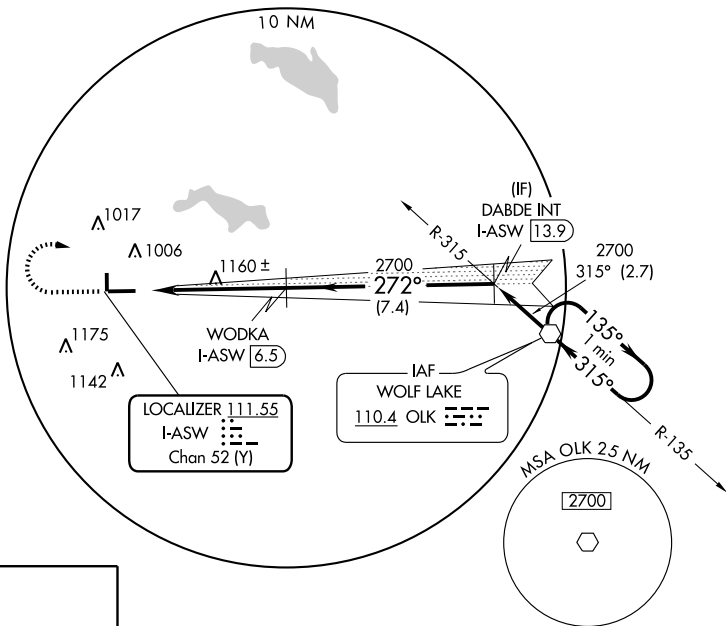
LOC/DME I-ASW	APP CRS	Rwy Idg	5101
111.55	272°	TDZE	848
Chan 52(Y)		Apt Elev	850

# ILS or LOC/DME RWY 27

WARSAW MUNI (ASW)

<p>▼</p> <p>▲ NA</p>		<p>MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.</p>	
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) 0

△1357



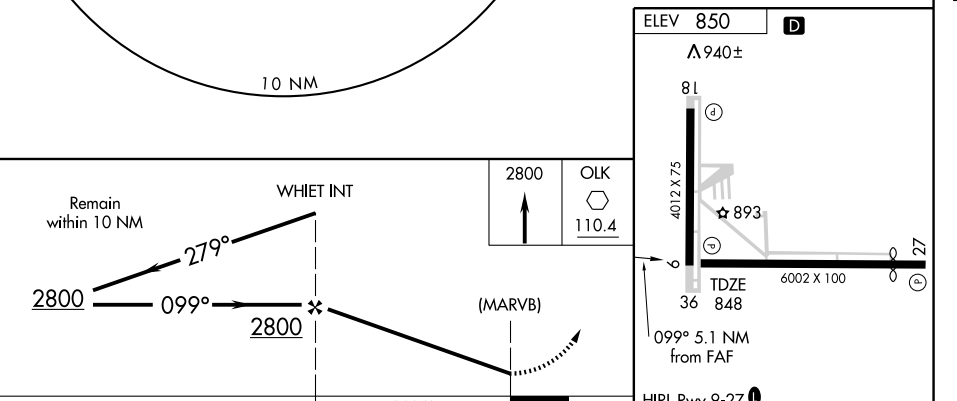
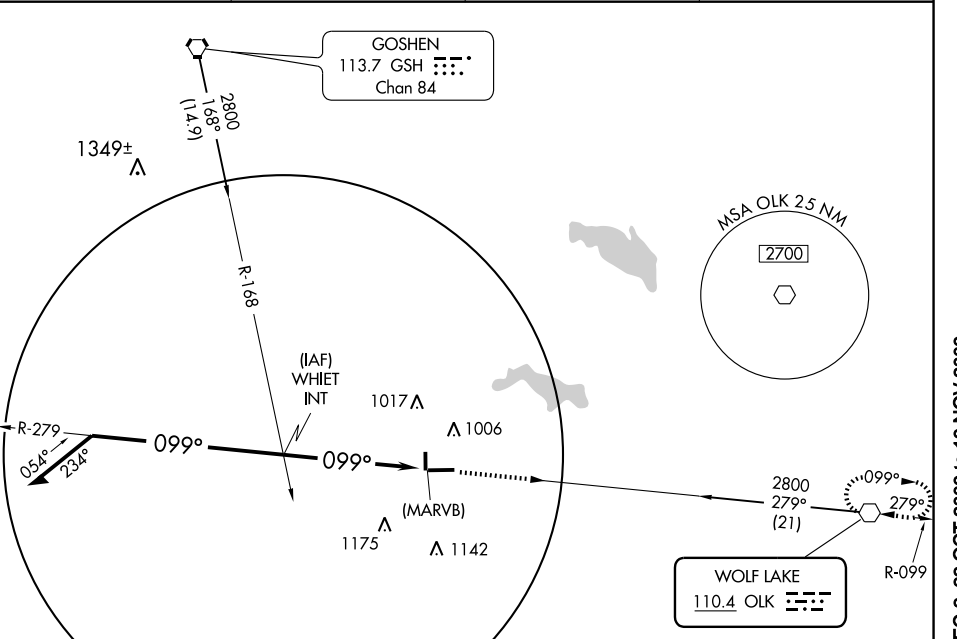
EC-2: 22 OCT 2009 to 19 NOV 2009

▼

▲

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

AWOS-3 121.125	FORT WAYNE APP CON 127.2 284.6	CLNC DEL 134.05	UNICOM 122.7 (CTAF) 1
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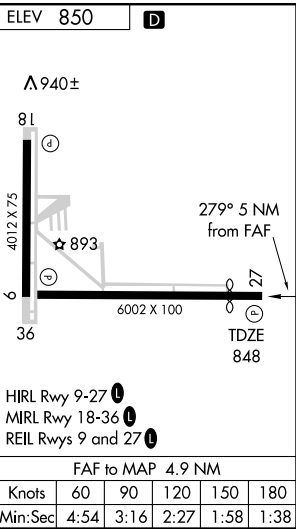
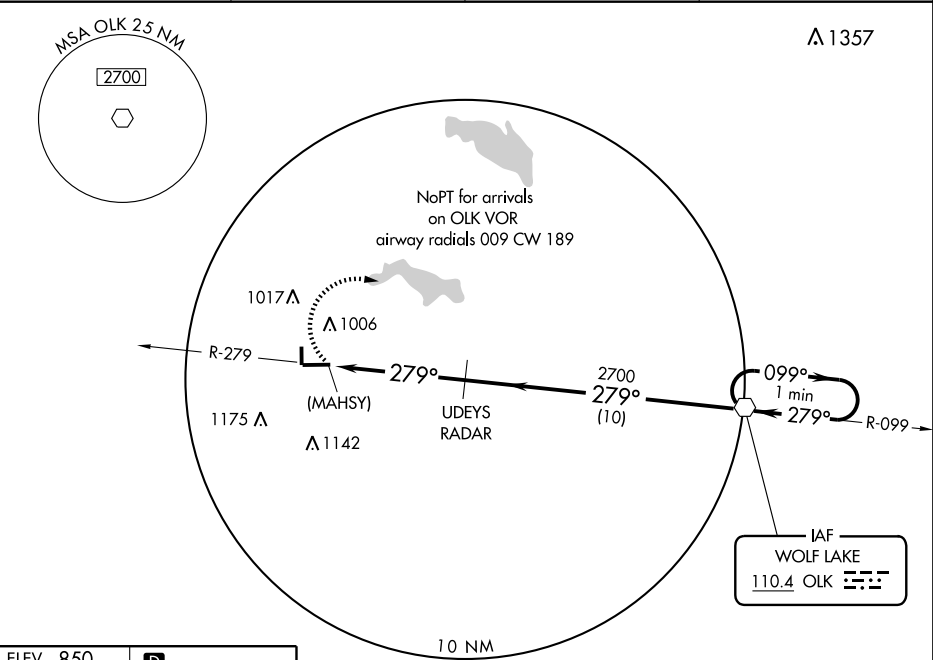


CATEGORY	A		B		C		D	
	1320-1		474 (500-1)		1320-1¼ 474 (500-1¼)		1320-1½ 474 (500-1½)	
S-9	1320-1		474 (500-1)		1320-1¼ 474 (500-1¼)		1320-1½ 474 (500-1½)	
CIRCLING	1340-1		490 (500-1)		1340-1½ 490 (500-1½)		1400-2 550 (600-2)	
	FAF to MAP 5.1 NM							
	Knots	60	90	120	150	180		
	Min:Sec	5:06	3:24	2:33	2:02	1:42		

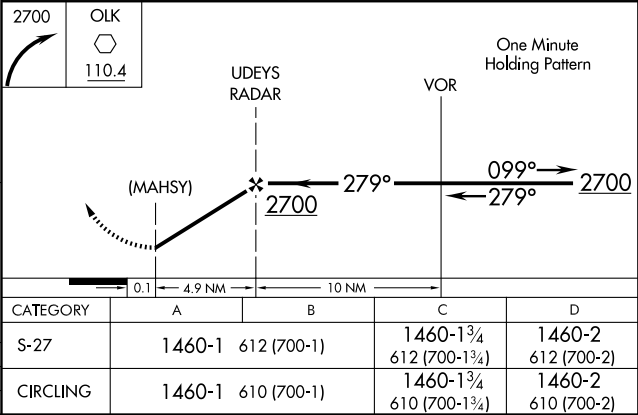
VOR OLK	APP CRS	Rwy Idg	5101
110.4	279°	TDZE	848
		Apt Elev	850

MISSED APPROACH: Climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) 1



RADAR REQUIRED



NDB DCY  
**212**

APP CRS  
190°

Rwy Idg	<b>4306</b>
TDZE	<b>473</b>
Apt Elev	<b>473</b>

NDB RWY 18

WASHINGTON/ DAVIESS COUNTY (DCY)

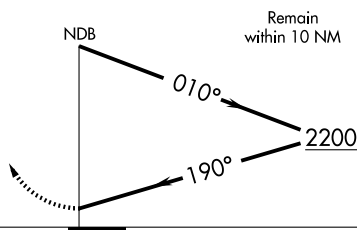
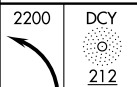
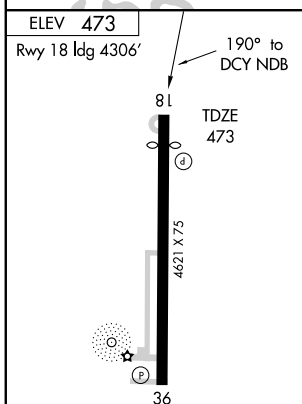
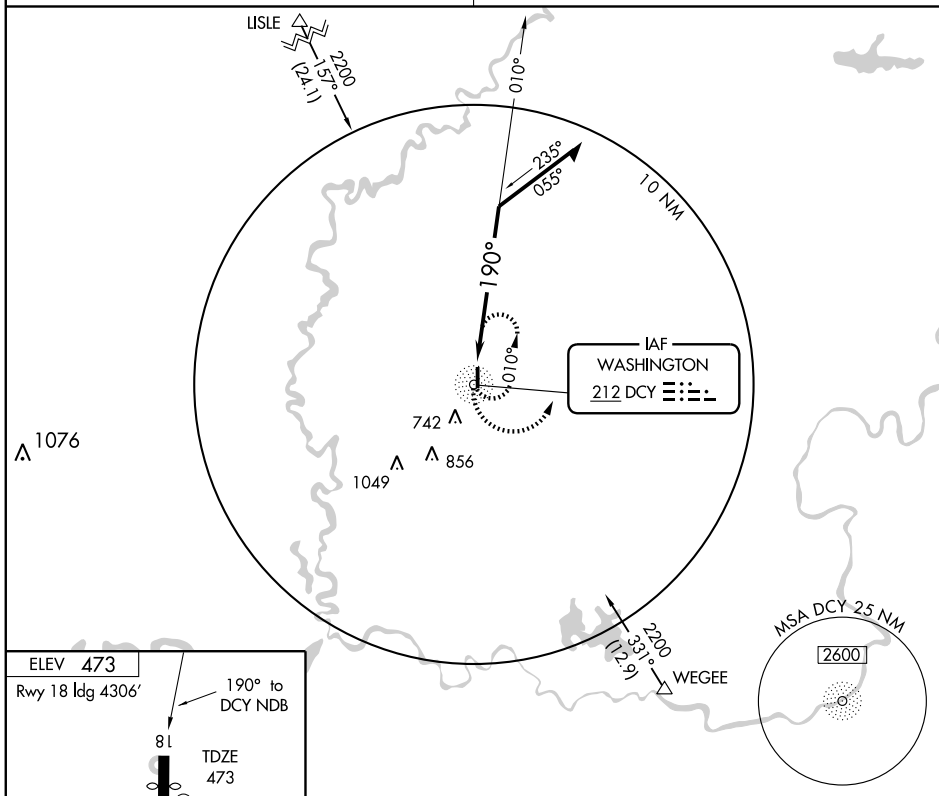


Use Evansville altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2200 direct DCY NDB and hold.

EVANSVILLE APP CON ★  
125.6 267.9

UNICOM  
122.8 (CTAF) **L**



REIL Rwy 18 and 36 MIRL Rwy 18-36 <b>U</b> ★							CATEGORY	A	B	C	D
							S-18	1120-1 647 (700-1)		1120-1¾ 647 (700-1¾)	
Knots	60	90	120	150	180	CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)	
Min:Sec											

▼

NA

Use Evansville altimeter setting.

GPS or RNP-0.3 required.

DME/DME RNP-0.3 NA.

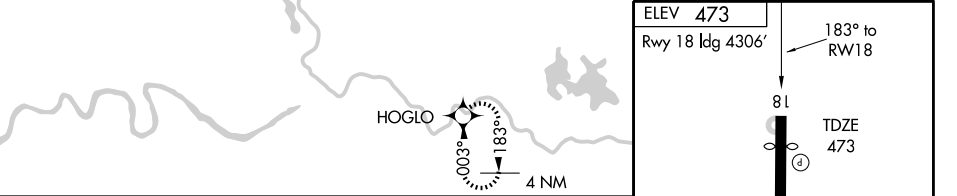
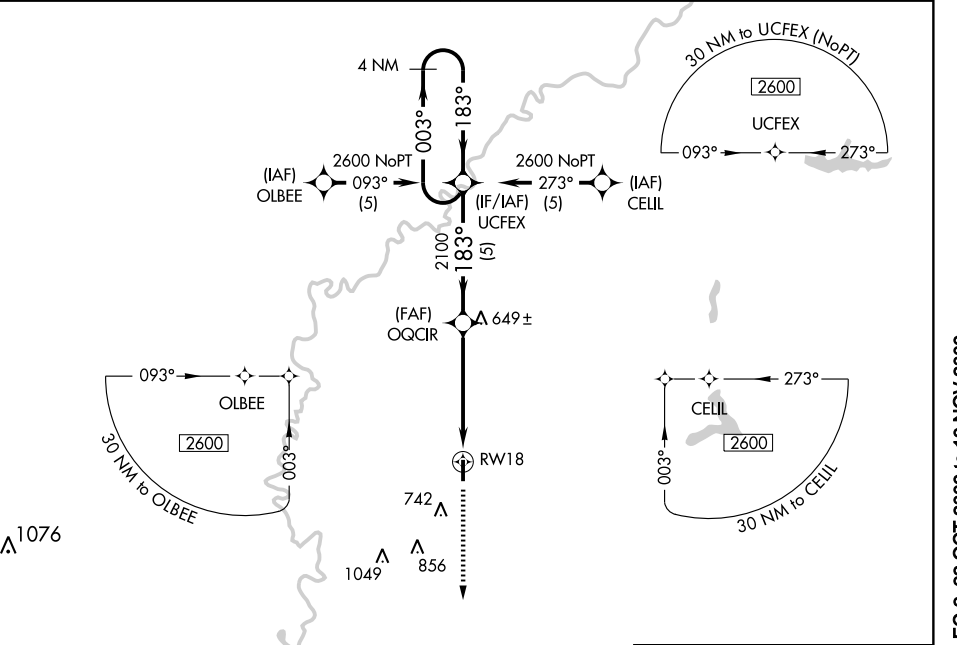
MISSED APPROACH: Climb to 2100 direct HOGLO WP and hold.

EVANSVILLE APP CON ★

125.6 267.9

UNICOM

122.8 (CTAF) 0



4 NM Holding Pattern				
UCFEX				
2600 ← 003° / 183° →				
VGSi and descent angles not coincident.				
<div> <div>5 NM</div> <div>5 NM</div> </div>				
CATEGORY	A	B	C	D
LNAV MDA	980-1	507 (600-1)	980-1½	507 (600-1½)
CIRCLING	1160-1	1220-1¼	1220-2¼	1220-2½
	687 (700-1)	747 (800-1¼)	747 (800-2¼)	747 (800-2½)

ELEV 473

Rwy 18 Idg 4306'

TDZE 473

81

4421 X 75

36

183° to RWY 18

2100

HOGLO

QGCIR

RWY 18

3.04°

TCH 35

REIL Rwy 18 and 36

MIRL Rwy 18-36 0★

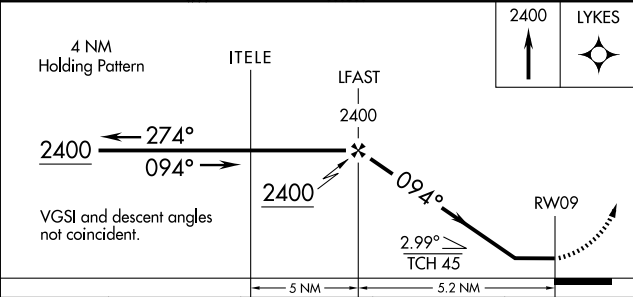
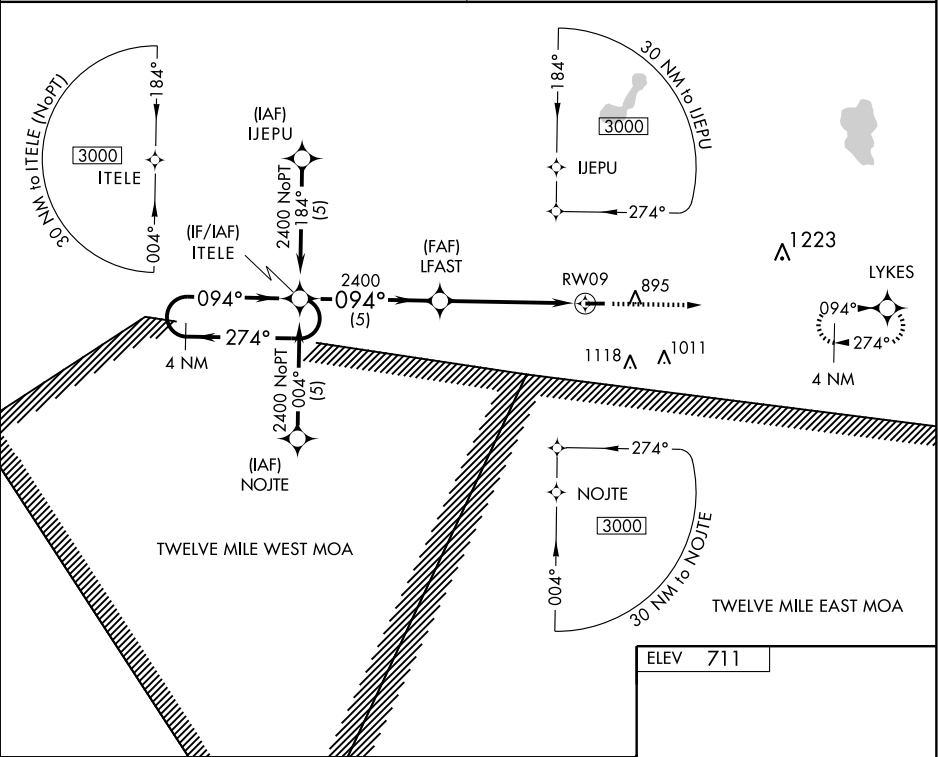
APP CRS	Rwy Idg	4200
094°	TDZE	708
	Apt Elev	711

# RNAV (GPS) RWY 9

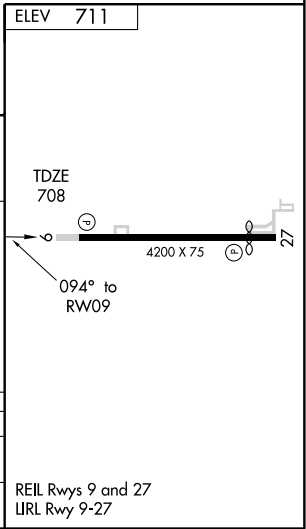
WINAMAC/ ARENS FIELD (RWN)

<div>▲ NA</div> <div>Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</div>	MISSED APPROACH: Climb to 2400 direct LYKES WP and hold.
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SOUTH BEND APP CON ★ <b>132.05 257.8</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	1200-1 492 (500-1)		1200-1½ 492 (500-1½)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA



▲ NA

Use Valparaiso/Porter County Muni altimeter setting.  
GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

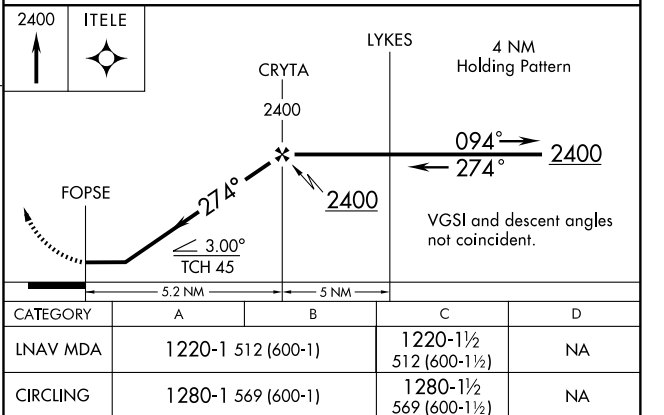
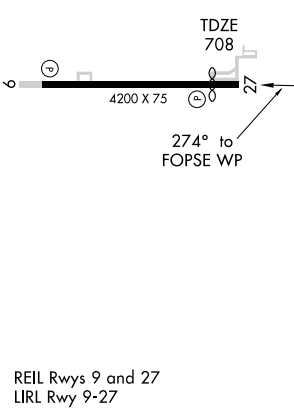
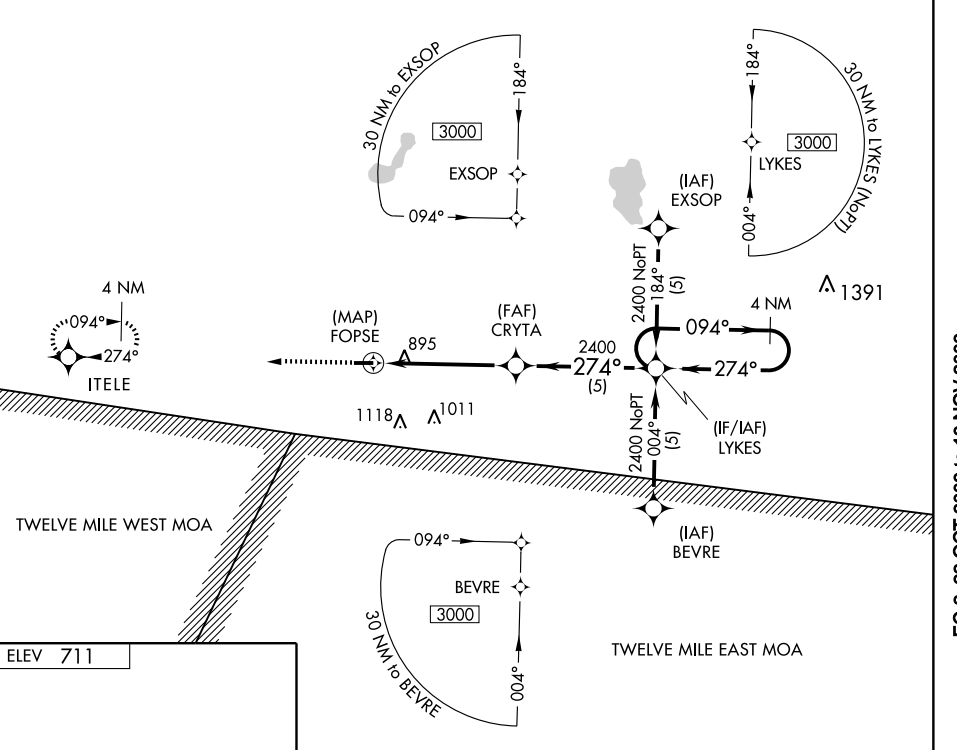
MISSED APPROACH: Climb to 2400 direct ITELE WP and hold.

SOUTH BEND APP CON ★

132.05 257.8

UNICOM

122.8 (CTAF)



EC-2, 22 OCT 2009 to 19 NOV 2009



VOR/DME OXI	APP CRS	Rwy Idg	<b>N/A</b>
<b>115.6</b>	<b>172°</b>	TDZE	<b>N/A</b>
Chan <b>103</b>		Apt Elev	<b>711</b>

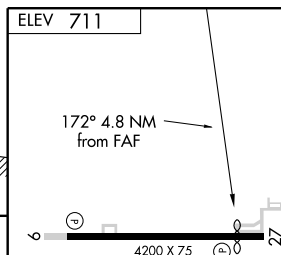
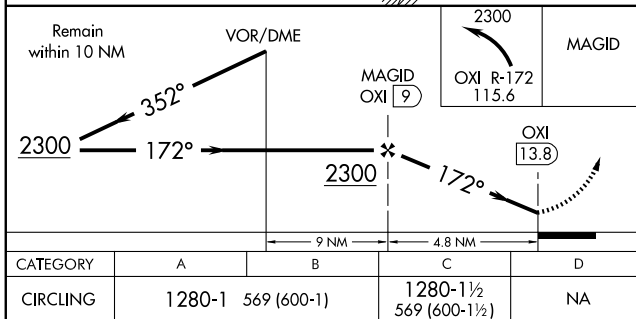
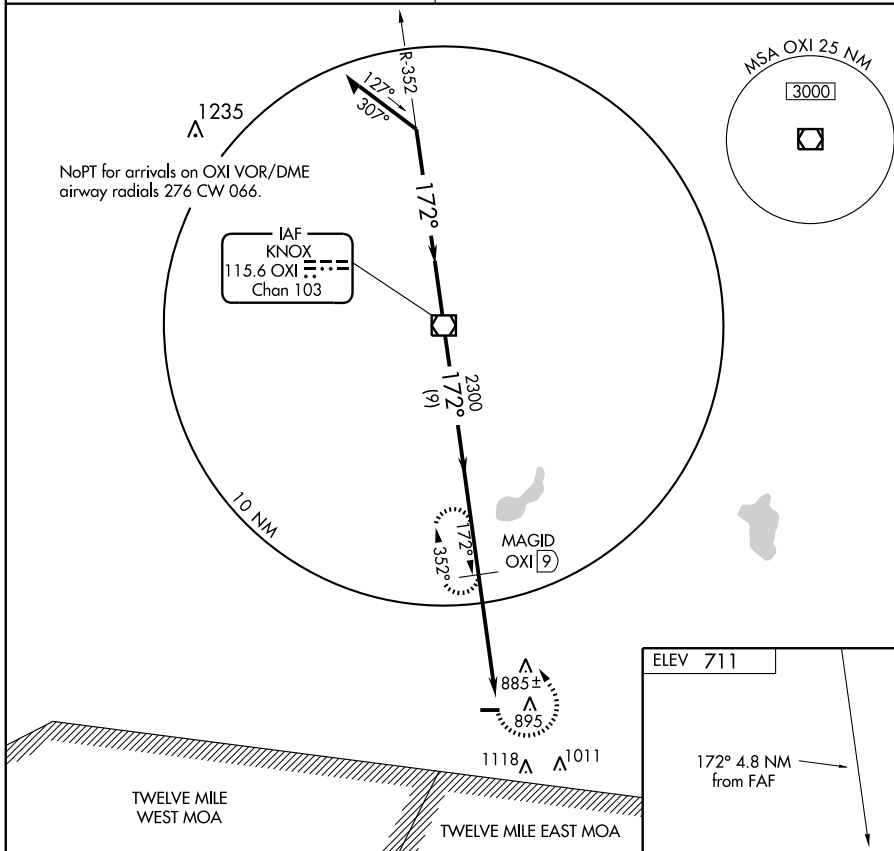
VOR/DME-A  
WINAMAC/ARENS FIELD (RWN)

**A** NA Use Valparaiso/Porter County  
Muni altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2300  
via OXI R-172 to MAGID/OXI 9 DME and hold.

SOUTH BEND APP CON ★  
132.05 257.8

UNICOM  
122.8 (CTAF)

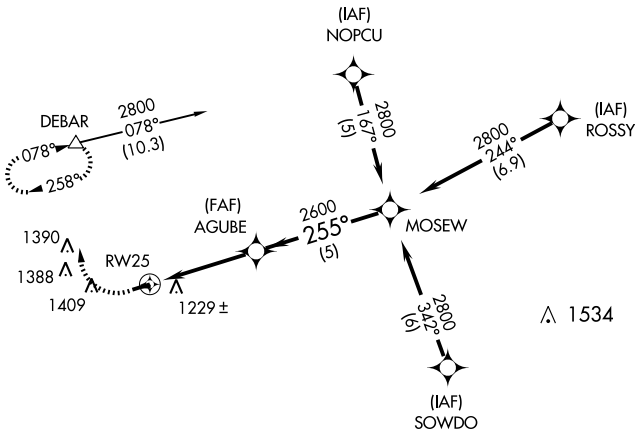


GPS RWY 25

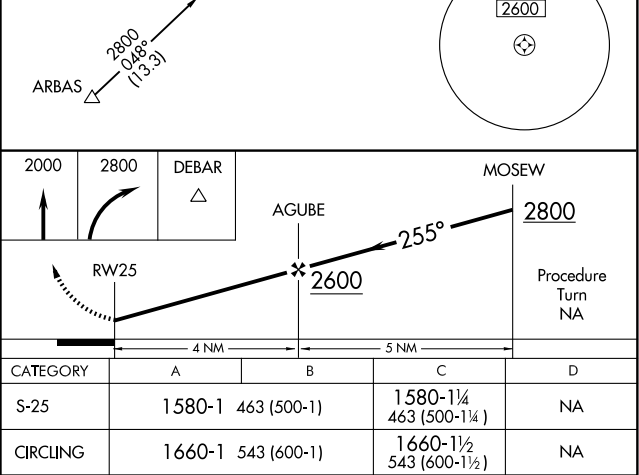
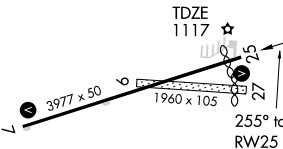
WINCHESTER/RANDOLPH COUNTY (I22)

APP CRS	Rwy Idg	3783
255°	TDZE	1117
	Apt Elev	1117

▲ NA Use Dayton, OH altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct DEBAR WPT and hold.
DAYTON APP CON 134.45 352.05	UNICOM 123.0 (CTAF) 1



ELEV 1117	Rwy 25 ldg 3783' Rwy 27 ldg 1658'
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REIL Rwy 7 and 25 1  
MIRL Rwy 7-25 1

VOR/DME DQN <b>114.5</b> Chan <b>92</b>	APP CRS <b>292°</b>	Rwy Idg TDZE Apt Elev <b>1117</b>	<b>N/A</b> <b>N/A</b>
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# VOR or GPS-A

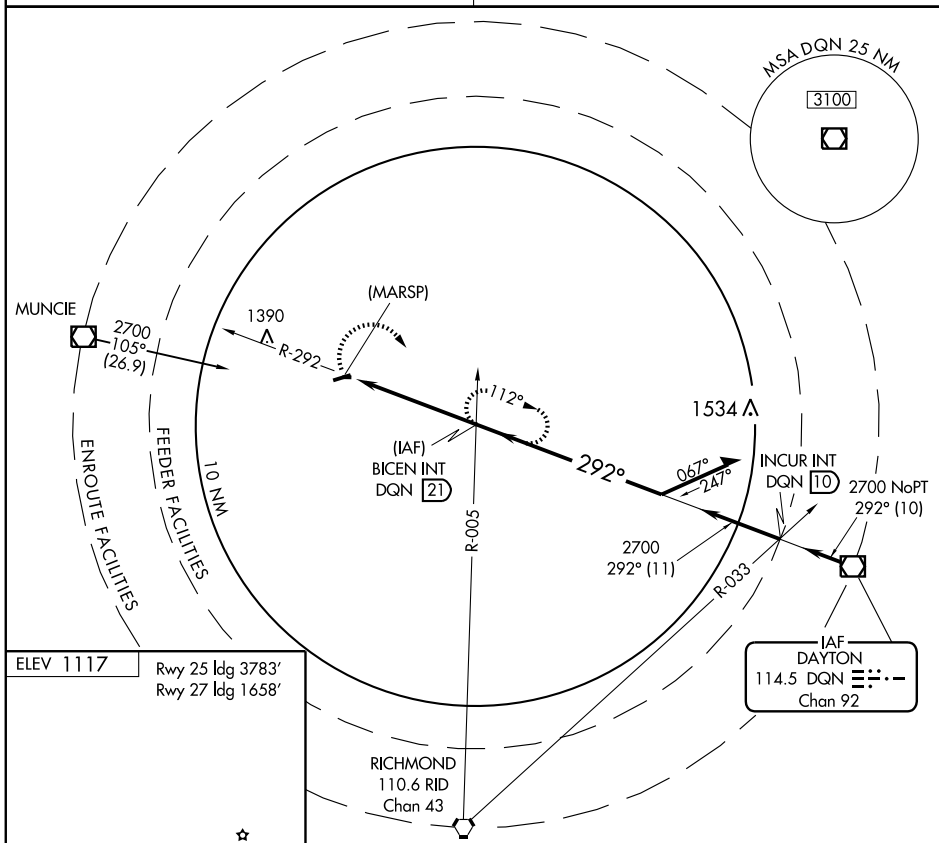
## WINCHESTER/RANDOLPH COUNTY (I22)

**NA** Use Dayton altimeter setting.

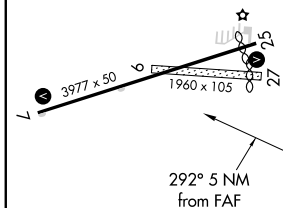
MISSED APPROACH: Climbing right turn to 2700 via DQN R-292 to BICEN Int/21 DME and hold.

DAYTON APP CON  
**134.45 352.05**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1117 Rwy 25 ldg 3783'  
Rwy 27 ldg 1658'



REIL Rws 7 and 25  
MIRL Rwy 7-25

FAF to MAP 5 NM						
Knots	60	90	120	150	180	
Min:Sec	5:00	3:20	2:30	2:00	1:40	

	BICEN INT DQN 21		112°		2700		Remain within 10 NM	
	(MARSF) DQN 26		292°		2700			
CATEGORY	A		B		C		D	
CIRCLING	1720-1 602 (700-1)		1720-1¼ 602 (700-1¼)		1720-1½ 602 (700-1½)		NA	